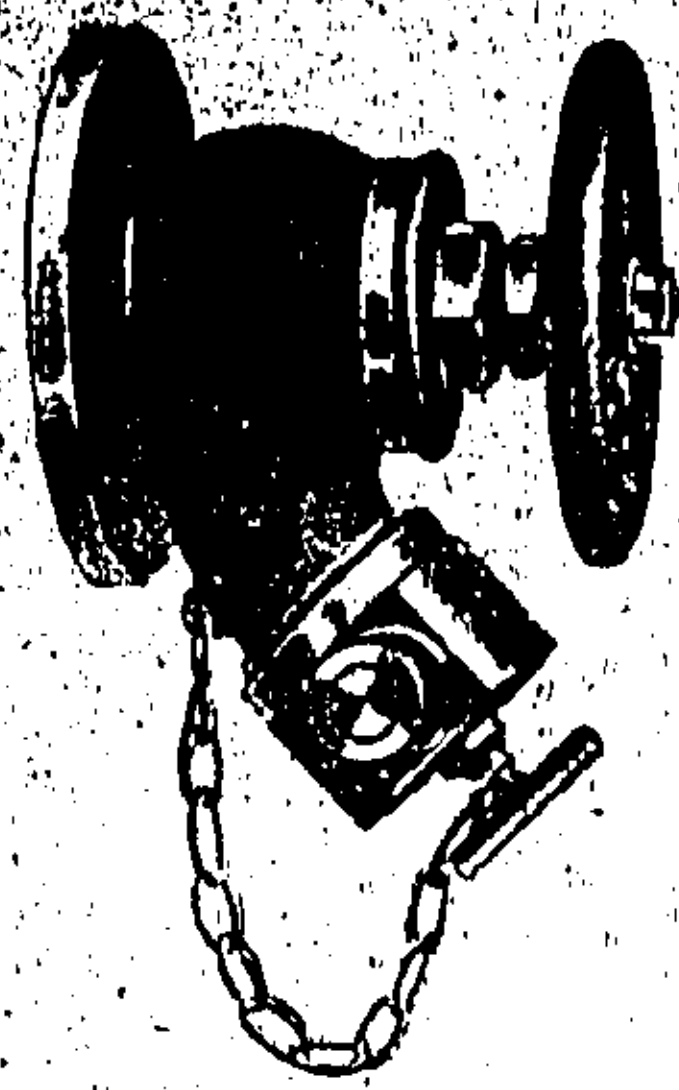




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HURRICANE RAGES IN WEST INDIES.

SERIOUS HAVOC OVER BRITISH COLONIES.

SIR AUSTEN CHAMBERLAIN'S SHIP IN DANGER?

TERRIBLE DISASTER.

London, Sept. 14.
Serious havoc all over the West Indies and the Leeward Islands has been caused by the worst hurricane experienced in this region for many years. At times, the wind reached a velocity of 132 miles an hour, which is believed to be a world record.

The hurricane swept over the district in all its fury early yesterday morning, and a telegram from the Administrator of Dominica, Mr. E. C. Elliot, to the Colonial Office dated yesterday states that it will be impossible to estimate the damage for several days, but it is feared to be disastrously heavy.

Jetties Destroyed.

All the jetties have been destroyed and the sea-front has been heavily damaged. No communication with the country districts is possible and therefore no news is available of the effect inland.

Sir Eustace Flonnes, the Governor of the Leeward Islands, reports that considerable damage has been done to house property throughout the islands, but full details are not available. No casualties have yet been reported.

Heavy Damage.

The Government buildings have suffered severely in the terrible gale, the telephone system has to all intents and purposes, been destroyed, while countless houses have been razed to the ground. Several persons have been injured but no fatalities are yet reported. Antigua seems to have suffered more severely than other districts from which news is available, but communication with a number of other islands has been interrupted.

Heavy damage appears to have been caused at every place in the track of the hurricane.

"Orcoma" in Path of Gale.

A Reuters message from New York states that the liner "Orcoma" which is on its way from Bermuda to Havana, with Sir Austen and Lady Chamberlain and their children on board, is now in the direct path of the tornado which is now sweeping over the Caribbean Sea.

The storm struck Port Rico yesterday, and it is feared that many fatalities have been suffered.

San Juan is in a state of complete desolation following the passing of the hurricane, hundreds of houses having been wrecked and many persons hurt.

Shipping Losses.

The University at Porto Rico is reported to have been very badly damaged. Much loss of shipping is reported.

A wind velocity of 132 miles an hour was registered by the government's anemometer at San Juan, Porto Rico, before the instrument blew away yesterday in the hurricane which is sweeping the West Indies.

Cable and wireless communications with Porto Rico were interrupted after only very meagre details had been received mentioning the widespread havoc with damages amounting to \$2,000,000 at San Juan alone, where business is paralysed. The hurricane still continues unabated.—*Reuters and British Wireless.*

Nebraska Tornado.

New York, Sept. 14.
The tornado which struck north-east Nebraska and south-east Dakota yesterday has been responsible for a huge loss of property. The death-roll cannot accurately be ascertained, but the number dead is at least twelve, while scores have been injured. The damage is estimated to be well over \$250,000.

A little girl was killed and a teacher seriously injured when the hurricane wiped out the county school at Nebraska. The exact situation here is doubtful, but a special train with doctors

SHIPPING STRIKE DEADLOCK.

PREMIER REFUSES REQUEST OF FEDERATION.

65 VESSELS LIE IDLE.

Melbourne, Sept. 14.
The strike of the waterside workers is no nearer settlement and dozens of steamers all over the country are now lying idle. An official announcement says that there are 26 sun-going liners, and thirty-nine coastal vessels at present affected, and all new arrivals will be similarly tied up.

The crews of eight inter-State steamers have been paid off. Mr. Bruce, the Prime Minister, has curiously refused the request of the Federation of Waterside Workers, as contained in their resolution urging the Premier to arrange an immediate conference in order to effect a speedier settlement than could possibly be obtained by the enforcement of the Crimes Act, or "any other form of vindictive administration."

Mr. Bruce to-day said that the request was equivalent to asking the Government to be a party to an unlawful act.

The Government is still considering having recourse to the Crimes Act, by which strikers are liable to imprisonment for one year, or if not Australian-born, to be deported.—*Reuters.*

BRITISH COTTON INDUSTRY.

CURTAILMENT OF OUTPUT RECOMMENDED.

London, Sept. 14.
The State of Trade Committee of the Master Spinners' Association, at a special meeting held in Manchester, passed a resolution strongly recommending the spinners of American cotton to make a curtailment of production equivalent to a fortnight's stoppage, between now and the end of October.

No ballot will be taken, but the Federation is circulating members emphasizing the seriousness of the position and urging them to support the Committee's decision.

It is expected, therefore, that the majority of the American spinners will close down for a fortnight.—*Reuters.*

COMMISSIONER TO CANADA.

SIR WILLIAM CLARK LEAVING TO-DAY.

London, Sept. 14.
Sir William Clark, accompanied by Lady Clark and their two daughters, will sail from Southampton to-morrow for Canada.

Sir William is to take up the newly constituted post of High Commissioner in the Dominion for the British Government.—*British Wireless.*

FRENCH ATTITUDE ON RHINELAND.

GOVERNMENT APPROVES OF BRIAND'S STAND.

Paris, Sept. 14.
It is understood that the Government unanimously approves the position taken up by M. Briand at Geneva, and has agreed to the main lines of the policy to be pursued in the course of the Rhineland conversations.—*Reuters.*

FAMOUS JOCKEY A BANKRUPT.

ORDER MADE AGAINST STEVE DONOGHUE.

London, Sept. 14.
The London Gazette announces that a receiving order in bankruptcy has been made against the jockey, Steve Donoghue.—*Reuters.*

aboard is speeding to Nebraska as the result of a report that the school was filled with pupils when the district was struck.—*Reuters' American Service.*

NEW CONCESSION TO CHINESE.

SWATOW FOREIGNERS PAY TAXES.

BRITISH GRANT PRIVILEGE IN ADVANCE.

CHINESE JUBILANT.

Swatow, Sept. 14.
For some time, Chinese Municipalities have been claiming the right to demand payment of rates from foreigners who, hitherto, have been exempt from all Chinese taxation except compliance with Customs regulations and payment of the land tax. Sir Austen Chamberlain's Memorandum last year foreshadowed the concession that foreigners would pay taxes to the Chinese Government at the same rates as Chinese subjects and provided for no discrimination against foreigners.

The provisions of the famous Memorandum were presumably intended to come into force as the result of negotiations between the two countries, and although the negotiations have not taken place, owing to the disturbed condition of China, some, at least, of the concessions adumbrated are being claimed by the Chinese and granted by the British in advance. A notable point is the payment of the extra 2½ per cent. on the Customs.

A New Concession.

In Swatow it appears that the payment of Municipal rates is now being conceded. The Chinese authorities have, of course, a case in contending that if foreigners enjoy the protection of the Municipal Police and the amenities of the Municipal Government, they should get their share of the bill.

Foreigners, on the other hand, have felt that not only (as is natural) do they have no say in the Municipal Government, but also the protection received from the police is negligible and that the amenities of the port are not yet such as foreigners can appreciate. Certainly during the anti-British there was a flagrant failure on the part of the authorities to hold the scale impartially and to protect British property.

Foreign Hopes.

Things, however, are different now, and foreigners may hope at least for as much protection as Chinese nationals, and perhaps it is not for us to criticize police methods which are so different from our own, much as we may deplore the apathy and lack of initiative which tends to be a characteristic of the Chinese Police Force.

Another reason which has made foreigners nervous of paying rates is the tendency of the Chinese authorities to exact them for several years ahead. As the Chinese Government concerned seldom lasts so long, there is always considerable fear that they will be collected several times over.

Be that as it may, the Chinese papers are jubilant because the foreigners have given way.

Position of Oil Companies.

Police protection was apparently afforded during the strike some time ago at the Standard Oil Company's branch, and the manager of the branch called on the Mayor to return thanks and to offer what payment might be due. The Mayor declined the offer of payment, but improved the occasion by discussing the anomalous position of foreigners in the Municipality.

It is reported that he subsequently took the matter up with the British and Americans, with the result that the Standard Oil and the Asiatic Petroleum Companies have recently paid the assessments made on their premises, and the other merchants are reported to be following suit.

New Mayor.

After a brief term of three months in office, the Mayor, Mr. Huan Kai-san, has been replaced. His successor, Mr. Chen Kwo-chu, took the oath of office on the 6th instant, and has signalled his arrival by abolishing the two bureaux of Education and of Public Welfare, in the name of economy, and instituting in their

THE GRAND TATTOO BOOKING.

WILL OPEN FOR THE PUBLIC ON TUESDAY.

BIG DEMAND LIKELY.

Booking for the Grand Tattoo, to be held at Sookunpoo on October 4, 5 and 6, will open on Tuesday next, September 18, when offices for this purpose will be opened at the following places:

Messrs. S. Moutrie and Co., Ltd., Chater Road.
The European Y.M.C.A., Kowloon.
The Sun Company, Des Voeux Road.
The Sincere Company, Des Voeux Road.
The Wing On Company, Des Voeux Road.

An already announced, seats are priced at \$5, \$4, \$3, \$2 and \$1 and all these can be reserved. Each of the above ticket agencies has been allotted a certain number of seats in each stand and an index of these allotments is attached to the booking plans. From this index it can be ascertained from which agent any desirable seat can be purchased.

As reported elsewhere, the arrangements for the Grand Tattoo are well advanced and there are indications that booking will be extremely heavy. The Grand Tattoo has aroused considerable interest not only in Hongkong but in the Coast Ports and it is expected that there will be a considerable number of visitors from China to witness the first event of its kind in this part of the world.

FRENCH SEAPLANE FOUND.

MAILS FROM LINER ALSO SAVED.

London, Sept. 14.
The French seaplane which has been missing since it was catapulted from the liner Ile de France, off the Scilly Isles yesterday, with the object of taking mails more expeditiously to Le Havre, has been found in the sea not very far from where it left the ship.

The pilot, Lieutenant Demougeot, and his two companions, were rescued by a Brixham trawler and brought to Newlyn, in Cornwall, together with the mails, which were also saved.

The seaplane is being towed by a sailing vessel to France.—*British Wireless.*

SOVIET NOW SEEKING FOREIGN MONEY.

PROJECTED DEVELOPMENT OF CONCESSIONS.

Moscow, Sept. 14.
The Council of People's Commissaries of the Soviet Republics has approved a plan of the development of concessions in Russia with a view to attracting foreign capital in regard to the chief concessions.

The Committee has reported on the most favourable way of treating the concession proposals, which aim at the development of the country, especially in the metallurgical, motor-car, paper and cellulose industries and also with regard to artificial silk and tanning extracts.—*Reuters.*

WALL STREET RUMOUR OF OIL PACT.

PLAN OF CURTAILMENT IN PROSPECT?

New York, Sept. 14.
Wall Street rumours that the leaders of the oil industry throughout the world are seriously considering some programme of curtailment, has received some measure of confirmation by an announcement made by Mr. Walter C. Teagle, the president of the Standard Oil Company of New Jersey on his return from Europe, that "a better understanding in the world oil programme is in prospect."—*Reuters' American Service.*

ANGLO-AMERICAN GOLF FINAL.

BRITISH CHAMPION'S CAPITAL WIN.

BEATS VOIGHT BY 6 AND 4 IN GREAT GAME.

JONES ALSO FINALIST.

New York, Sept. 14.
The success of the British amateur championship holder, Mr. T. P. Perkins, in the U. S. Amateur Golf Championship at New Newton has intensified interest in the classic struggle, and thousands assembled on the Braeburn Links at an early hour this morning to see the semi-finals.

The brave attempt of Perkins to re-establish British prestige has found considerable sympathy and he had a huge following when he played off the first tee against George Voight.

Two Birdies.

Voight has been playing extremely well, but he found Perkins in irresistible form, the British player getting a birdie three at the first hole, and repeating the feat at the ninth, to enable him to turn three holes up. Voight recovered capitally, and at the end of the eighteenth, he had reduced Perkins' lead to one.

In the afternoon, Perkins thoroughly established his supremacy. He built up a big lead steadily, and became dormie 5, bringing the match to an end on the 32nd green by winning the hole, giving him a margin 6 and 4.

Jones Brilliant.

Meanwhile, the Harvard undergraduate, Finlay, was experiencing a very lean time against the favourite, Bobby Jones. The latter was in wonderful form and he equalled the new record for the course, which he himself set up yesterday, by returning a card of 70 for the first eighteen holes.

Jones turned five up at the ninth, and absolutely overwhelmed Finlay over the inward nine, increasing his advantage to 12 holes at the end of eighteen. In the afternoon, Jones was only required to play another five holes.

Semi-Finals.

T. P. Perkins (Britain) beat George Voight (U.S.A.) by 6 and 4.
R. T. ("Bobby") Jones (U.S.A.) beat Finlay (U.S.A.) by 14 and 13.

Perkins and Jones meet in the final to-morrow, and a titanic struggle is anticipated. Bobby Jones will start favourite, though it was not thought likely that he would survive to the final. He has, however, struck his very best form, his 14 and 13 victory being the second in succession by such an overwhelming margin. J. B. Beck (Britain) being his previous victim.

[Perkins has done extraordinarily well, and it has been no small achievement for Britain that of three competitors to reach the last 32, two reached the last eight and one has qualified for the final.]

Tennis Struggles.

At Forest Hills, as the result of to-day's resumption of the singles championship quarter-finals, postponed from yesterday, the Franco-American struggle has developed into a matter of Henri Cochet v. U.S.A.

Cochet, who to-day started a set down against Mangin, made short work of his opponent, overwhelming his youthful adversary. He conceded only six games in three sets.

Hunter, opening with a lead of two sets to one, was only required to play one further set by C. N. Crawford, the Australian, and thus the semi-finals are George Lott, America's No. 2, F. T. Hunter, America's No. 1, Frank Shields, the American junior champion, and the sensation of the tournament, and Henri Cochet, France.

The completed results of to-day's matches are as follows:
F. T. Hunter beat Crawford, 7-5, 8-6, 6-3, 6-4.
Cochet beat Margin, 4-6, 6-3, 6-1, 6-2.—*Reuters' American Service.*

W. T. Tilden has applied to the United States Lawn Tennis Association to be reinstated as an amateur.—*Reuters.*

Bulls and Innerers

From the Office Butts.

At the T. U. C. Congress, it is reported that Mr. Cook turned Kowloon girl applying a lip-stick, "red" before he fainted.

The success of baseball is due to its universal social appeal. When there is not a ball, there is a strike.

From the way some people behave when the band plays at the cinema, the tune should be renamed the National Anthem.

To-day's stray bat from the belfry: "How does one wear a gas mantle?"

Now we're to have radio motion pictures in our homes, hubby will be glad to take the wife to the movies.

"Reader."—Yes prayer is all right but Interprorts are seldom won that way.

We understand that Peninsula Hotel and Signal Hill are coming down to give the light seaplanes more room to fly.

A woman's place may be in her home, but it's been nice and quiet for the men since she took to going out.

A resident writes to say he is convinced that there are iron deposits on Hongkong Island. This may explain all this digging up of the streets.

"Ah, Madame, a thousand pardons for my clumsy dollations. I trust you are not hurt."

"John."—Hongkong is much too noisy. Beer should never be taken through a straw.

Great words of little wives: "What is a jack-pot, dear? Is it for cooking rabbits in?"

It must be great to be a locust—the males are the only ones that can sing.

"Nell."—You require to be careful with chickens. Fifty per cent. die; fifty per cent. turn out to be roosters and the rest are hens.

One good way to undertake local agricultural research is to have a tyre burst in the vicinity of a paddy-field.

Things are coming to a deplorable pass. With these new talking films, a man won't be able to get a wink of sleep.

Al. Smith's stock seems to rise on the basis of his liquid assets.

At North Point soon:—Very yacht stuff!

Wonder who'll be the next to take a shot at the Mexican Presidency?

Buyers at dollar sales can usually cent a bargain.

Though Mr. Braga may prescribe clams at Causeway Bay, other fish may be smelt in the same place.

Sports Note:—Golf isn't so much a pastime as a pursuit.

"Neck or nothing," as the lady said when ordering a joint of mutton from the Dairy Farm.

"Wanted: Name for child of six, on voyage England," says a local advertisement. Probably the parents have used up all they can think of.

It's easy to pick out the best people. They'll help you to do it.

Talking films will have one advantage, though. The pest who reads subtitles out aloud will be thrown out of employment.

It takes more than looking down on people to place you above them.

A really good golfer never has blisters either on his hands or vocabulary.

A committee is a perfect device for postponing action and dividing responsibility.

To-day's simile: "As neatly as a reported that Mr. Cook turned Kowloon girl applying a lip-stick, "red" before he fainted."

Hey, move over; when are you going to buy your tickets for the Tattoo?

Talking about unnecessary noise, what are we to do with the man next door who will persist in singing "The Diver" in his bath? Drown him.

A York chemist has succeeded in breaking a gramophone record into 7,860 pieces. The theory is that he was tired of the tune.

"There is nothing like good old English beer," says a doctor. How far back some men can remember!

"Enquirer."—"P.P.C." on visiting cards means, of course, "Please Pay Chits."

Who said women are going to wear more? Canton has issued an edict against ear-rings.

Kowloon is peerless. It still wants a good jelly.

"A Wanchai Bottle-neck" was commented on the other day. In this hot weather one gets a much quicker drink from the glass.

The Chinese who said he hit a woman on the head with a crutch because she wouldn't marry him, made a very lame excuse.

To-night's broadcast by the Hongkong Interport Bowlers—"We All Love Jack."

A stump speech that will soon be popular in Hongkong:—"How's for cooking rabbits in?"

According to Mr. Vaughan-Fowler, a light seaplane can be bought for a few hundred pounds. But can the buyer keep it up?

From a local advertisement. "...answering to the name of 'Fluffy.' Last seen boarding the tram at Talkoo Club." Guess it were just plain dawg!

A certain tapan who hasn't got a Rolls-Royce, nearly got one the other day—in the middle of the back!

We expect that the husband who received a wifely rebuke for remembering his wife's age in the Peak Tram, would get into hot water if he forgot her birthday.

"Why all the 'cheese-pairing' with regard to expenses?" asks a correspondent. If he refers to pedigree, we'd like to try a Gruyere out of Camembert by Gorgonzola.

We understand that Cheung Chau has not yet signified her approval of the Kellogg Pact.

An advertisement we don't excribe clams at Causeway Bay, other fish may be smelt in the same place.

Learned professors at the British Association are trying to discover what life is. Now if they lived in Hongkong, with mosquitoes and high rents, they'd soon know.

A local motorist who was admitted to hospital, after undue speeding, is miles better.

Hongkong Anglers' Motto:—Bait and Sea!

Ticket-collectors on the Peak Tram are now designated Freight Clerks. We never heard gin called that.

One thing about overcrowding in Hongkong—it helps towards this "get together" movement.

Headlines you never see: Chorus girl, bride of heir, spurns alimony, returns to her art.

There was once an Observer in Hongkong and now there is an On-looker in Singapore. There is at least one person who seizes things.

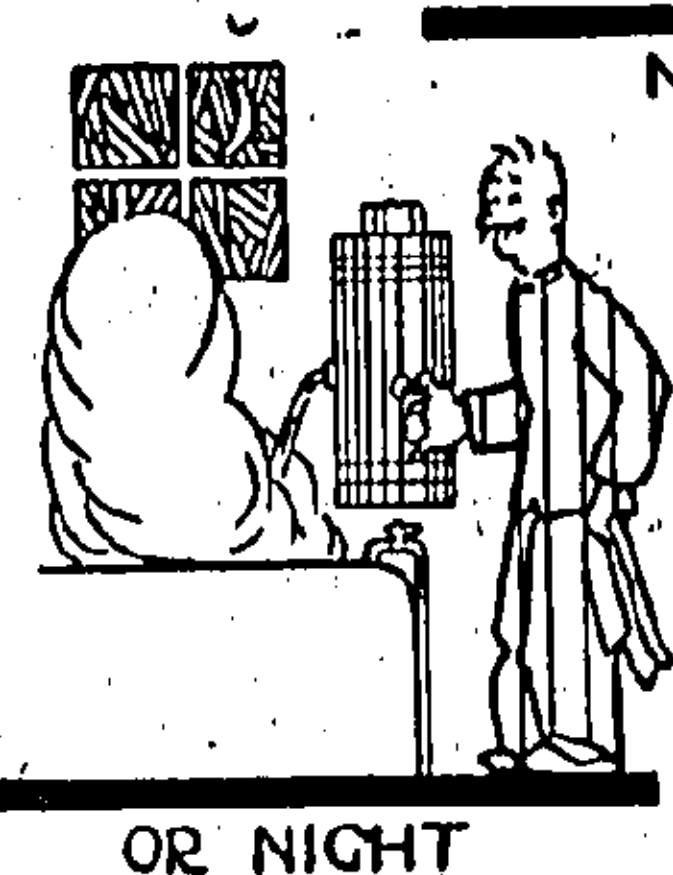
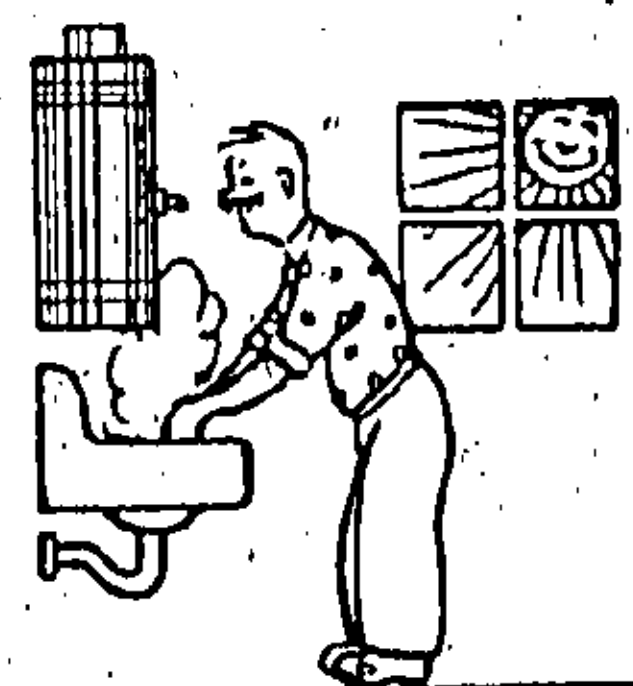
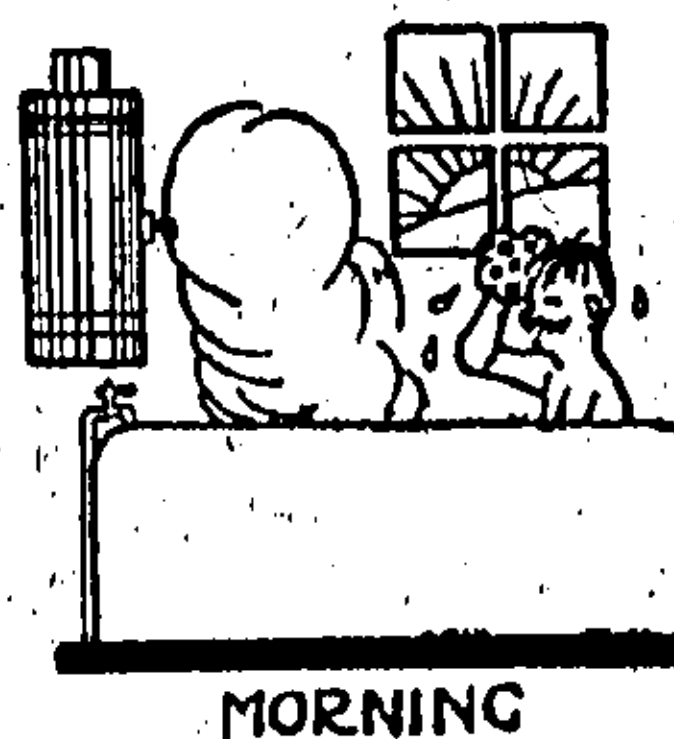
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"EVEREADY" BATTERY CASE.

COMPLAINANT'S POWER
QUERIED.

The remaining two cases in which the trade marks of the National Carbon Company are alleged to have been infringed were continued before Mr. W. Schofield at the Kowloon Magistracy yesterday.

In the morning Mr. Russ, on behalf of the Chung Wah Company, submitted that the complainants had no right to register their trade marks and that, by doing so, were monopolising the English language.

Mr. Hin-shing Lo made several submissions in the case against the Kwong Tung Co., contending that Mr. Daniell, who prosecuted as the complainant, had no power to do so. His contention, however, was overruled.

Prior to opening the defence Mr. Russ submitted that he had no case to answer. The first ground on which he based his submission was that the trade marks which were the subject of the charges were trade marks that should never have been registered.

Mr. Russ argued that words used for trade marks should be distinctive and not descriptive of any particular article to which they were applied. Any word which was registered as a trade mark should be invented. The complainants had no right to monopolise the English language. If they used a word which described their goods why could not the defendants do the same, although they had not done so. If such a state of monopoly of the English language were reached we would not be allowed to speak or write, added Mr. Russ.

Mr. Russ pointed out that "Eveready" described what the torches were. He explained that it was meant by this word that they would not fail. If the complainants could claim that their batteries were ever ready why could not the defendants? asked Mr. Russ.

No Infringement.

It was contended by the defence that "Chung Wah" was not in any way an infringement of the "Eveready." Referring to the colours Mr. Russ said that they were to be found everywhere, on sweets, kerosene tins and other things. On the "Chung Wah" batteries there was not a single word in big print which was the same as the printing on the "Eveready."

Commenting on the use of the words of "unit cell," Mr. Russ claimed that there could not be anything complainable in that unless the complainants desired them to describe the cells as mono or solo cells.

This was simply monopolising the conversation and, said Mr. Russ, was a scandalous attempt to deprive us of our words. "The complainants even went further than that. They not only said that 'you cannot put our words on but you cannot put other words on'."

Mr. Russ described the contention of the prosecution that the similarity of the colours constituted an infringement of their trade mark as ridiculous. He said that nobody in his senses who wanted an "Eveready" battery could be put off with a "Chung Wah" battery. The prosecution, said Mr. Russ, had extended the Act frightfully.

Mr. Russ submitted that it would put a damper on commerce in general if his Worship held that there was a case to answer.

His Worship remarked that the "Eveready" trade marks had been advertised in the Government Gazette and asked Mr. Hugh-Jones if any objections to their registration had been raised.

Mr. Hugh-Jones replied in the negative.

"Eveready" Distinctive.

Mr. Hugh-Jones replying to the remarks made by Mr. Russ agreed with the defending solicitor that a word descriptive of any goods

DISASTER AVERTED.

MISSING FRENCH SEAPLANE
DISCOVERED AT SEA.

Paris, Sept. 14.

Lieutenant Demouget's missing seaplane has been discovered in the sea to the south west of the Scilly Isles and taken in tow. The pilot and his companions are safe.—*Reuter.*

could not be registered as a trade mark unless such word or words were distinctive and application was made to the Governor in Council. In the case of the National Carbon Co. this was done and they had obtained a registration for the word "Eveready." It had only become distinctive by being used by his clients for a long period.

Mr. Hugh-Jones described the infringements as deliberate and definite. It was not necessary for the prosecution to prove deception. All that was necessary to prove was the possibility or probability of deception.

His Worship pointed out that there were five charges to consider. Regarding the first charge argument ensued as to what constituted the false description. The batteries were stated to have been made in China, Canton and in some instances C. T. which his Worship said might stand for Chinese Territory.

Mr. Russ pointed out that the defendants were selling their batteries before the "Eveready" trade marks were registered.

His Worship: Have your clients objected to the registration of these trade marks?

Mr. Russ: We certainly shall.

Three Charges Withdrawn.

His Worship said that he did not see what evidence there was to support the first charge, but Mr. Hugh-Jones referred him to his definition of forgery. His Worship replied that this was covered by charge three. He said that the prosecution appeared to be asking for two penalties for the same offence.

After further argument Mr. Hugh-Jones withdrew the first charge.

His Worship regarded charges 2 and 5 in the same light and on his suggestion both these were also withdrawn. On charges 3 and 4 his Worship ruled that Mr. Russ had a distinct case to answer.

Mr. Russ then called Leung Yun-chai, managing partner of the Chung Wah Company of No. 180, Laitchikok Road. Witness said that he had been in business for five years at Laitchikok Road. He had never registered his trade marks, but had always used the designs which were produced in Court.

Witness said that it was easy to differentiate between an "Eveready" battery and a "Chung Wah" battery. When he had put his own batteries on the market he had heard of the "Eveready."

Mr. Hugh-Jones elicited from witness that he also manufactured batteries with another trade mark but denied that he had "Westminster" or "Washington" batteries on his premises.

Other Infringements?

Mr. Hugh-Jones, intimated that he was going to show that the defendant not only infringed the "Eveready" trade marks but had infringed other trade marks as well and that he had not acted in all innocence in the present case.

Witness admitted using labels similar to those used on batteries which were made in Japan.

Mr. Hugh-Jones (exhibiting "Eveready" battery): Did you know the "Eveready" batteries had labels of that colour?

Witness: I did not know the name. I knew the colours.

And so you decided to copy these colours?—No.

Did these colours get on all your labels by accident?—Yes.

His Worship: What do you mean by that actually?—Everyone was using the same colour.

His Worship (to Mr. Hugh-Jones): In other words everybody

FRENCH AIR FORCE.

NEW AIR MINISTER.

Paris, Sept. 14.

The Deputy, M. Lauretynac, has been appointed Air Minister and Senator Cheron Minister of Commerce, both in succession to M. Bokanowski.

[As a sequel to the air disaster in which M. Bokanowski lost his life, the Government decided to establish an Air Ministry, with a whole-time politician in charge, for the purpose of completely reorganising the Air Service.]

else was copying and he thought he would do the same.

His Worship said that in view of the battery bearing the label of the Japan firm, which was produced, being found on the premises the get up was not common to the trade.

Mr. Hugh-Jones applied for the imposition of the maximum penalty, the confiscation of the seized goods and costs.

His Worship reserved his judgment. Mr. Russ applying for a written decision as his Worship might be asked to state a case.

"Not Cricket."

When the case of the Kwong Tung Company was called in the afternoon, Mr. Hin-shing Lo, who defended, made strong comment on a letter which had been sent to Messrs. Lyson and Hall by Messrs. Wilkinson and Grist.

Mr. Lo said that it was alleged in the letter that the complainant was planned down to a statement which made an unfavourable impression.

Messrs. Wilkinson and Grist, the complainant's solicitors had written a letter to Messrs. Lyson and Hall rectifying and retracting a statement made by the complainant.

Mr. Lo said that the letter was uncalculated for and it was not "cricket" to get behind the court and counsel. If there had been any obscurity it was open to the defence to clear it up in re-examination. Mr. Lo said he objected to the manner in which the letter was written.

Mr. Hugh-Jones objected to Mr. Lo's remarks about the letter and said that he had written it as a friend.

Mr. Lo said that he regarded the letter as an act of impropriety, and handed it to his Worship.

Mr. Hugh-Jones said that there had been considerable misunderstanding on the part of the complainant, who did not appreciate some of Mr. Lo's questions which might have been statements or questions to witness.

His Worship after reading the letter said one paragraph was a little unfortunately worded. It might have been differently put.

Mr. Lo then raised an objection to the charges as they stood, remarking that they were devoid of the legal particulars. It was not stated what the trade marks were nor to whom they belonged. On the insufficiency of particulars Mr. Lo asked for the charges to be dismissed.

Mr. Hugh-Jones argued that the objection was technical and did not affect the charges. He had supplied Mr. Lo with certain details before and Mr. Lo knew what trade marks they were dealing with.

His Worship noted Mr. Lo's objection and said that he would like time to consider it.

Mr. Daniell then went into the witness box for Mr. Lo to complete his cross-examination. Witness said that the "Eveready" trade marks were the property of the National Carbon Company.

No Power to Prosecute.

Witness said that he received instructions from the company whilst he was in Manila and passed these on to his solicitors.

Mr. Lo said that he was going to suggest that the witness had no power to act for the National Carbon Company.

Mr. Hugh-Jones replied that Mr. Daniell laid the information

THE SPANISH PLOT.

ANNIVERSARY CELEBRATION
IS NOT AFFECTED.

Madrid, Sept. 14.

The Government regard the plot against the Directorate as squashed and the celebrations of the fifth anniversary of the Directorate are proceeding with the greatest enthusiasm.

Brilliant sunshine favoured the great procession of delegations and patriotic unions to the Royal Palace Square, where General Primo de Rivera addressed them.

The Dictator, speaking at a banquet given in his honour, thanked General Bazar, the Director-General of Police for his zeal and skill in handling the trouble.

The Dictator subsequently attended a bullfight where he received an ovation.—*Reuter.*

General Primo de Rivera Airs Opinions.

Madrid, Sept. 14.

The views of General Primo de Rivera on revolutions are aired in an article he has written in the *Correspondencia Militar*. He says that the fact of a Lieutenant-General and several Generals breaking the bonds of discipline and being able to seize the reins of power in 1923, while the officers and men remained steady, not losing discipline or respect for rank, was not merely surprising—it was unparalleled in the world's history.

"I do not know if the people are conspiring now because there is nothing of the detective about me. I did not conspire. I made speeches and wrote openly. The only way in which revolution can be justified is by the certainty in the minds of the whole nation that it cannot make things worse than they were before. Let us carry on in the hope of greater prosperity for Spain and in the certainty that we have done our duty."—*Reuter.*

and was prosecuting under his own name.

Mr. Lo (to Witness): What right have you got to give instructions to Mr. Hugh-Jones?

Mr. Hugh-Jones interposed and said that that was a question of law which he could not expect witness to answer.

Mr. Lo said that action could only be brought by the company themselves or by the Police.

Answering further question, witness said that he had no power of attorney from the National Carbon Company.

Mr. Lo submitted that if witness had no power of attorney from the National Carbon Company the prosecution had no case. Mr. Lo recalled the first case which his Worship decided. The manager appeared in that case but he was not allowed to answer the charge because he was not a partner, and the case was heard *ex parte*.

King As Complainant.

His Worship: Of course I may point out that the King is the complainant; in this case the King by Mr. Daniell.

Mr. Lo remarked that his Worship had no right to change Mr. Daniell into a king.

His Worship: That is the form of the summons. Every summons is in the name of the King.

Mr. Lo again drew his Worship's attention to the previous case but his Worship replied that the King did not appear as defendant in his own Court. The King did not appear by the defendant in that case.

Mr. Lo: Is that your Worship's ruling?

His Worship: Yes.

Mr. Lo: That although he doesn't hold a power of attorney he can bring this case?

His Worship: Yes. He is entitled to come as an informer with the King as the complainant.

Mr. Lo: Will your Worship give an authority.

His Worship (handing Mr. Lo the summons): There's the authority.

After further questions the case was adjourned.



The Lion and the Mouse

The fable of the lion and the mouse is familiar to all, how the little mouse saved the lion's life by nibbling away the meshes of the net in which he had been caught. It is in precisely the same way that Pinkettes work: gently but surely these dainty little laxatives set sufferers free from constipation and torpid liver, thus rescuing them from the sick headaches and other ailments that arise therefrom. Chemists everywhere sell Pinkettes, or post free, 60 cents per vial, from the Dr. Williams' Medicine Co., 60, Kiangsoo Road, Shanghai.

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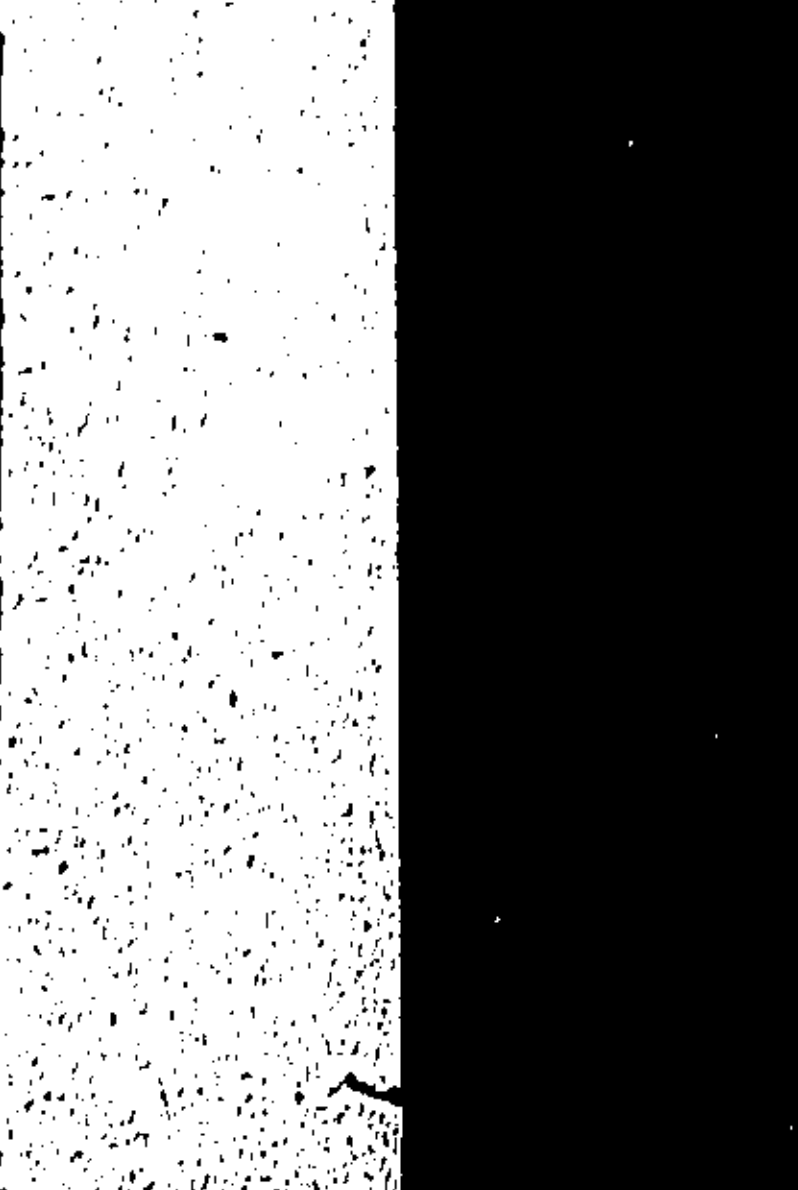
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frequently is caused by faulty nutrition and can be corrected by a regular course of this lung-healing and body-building food. Ask for



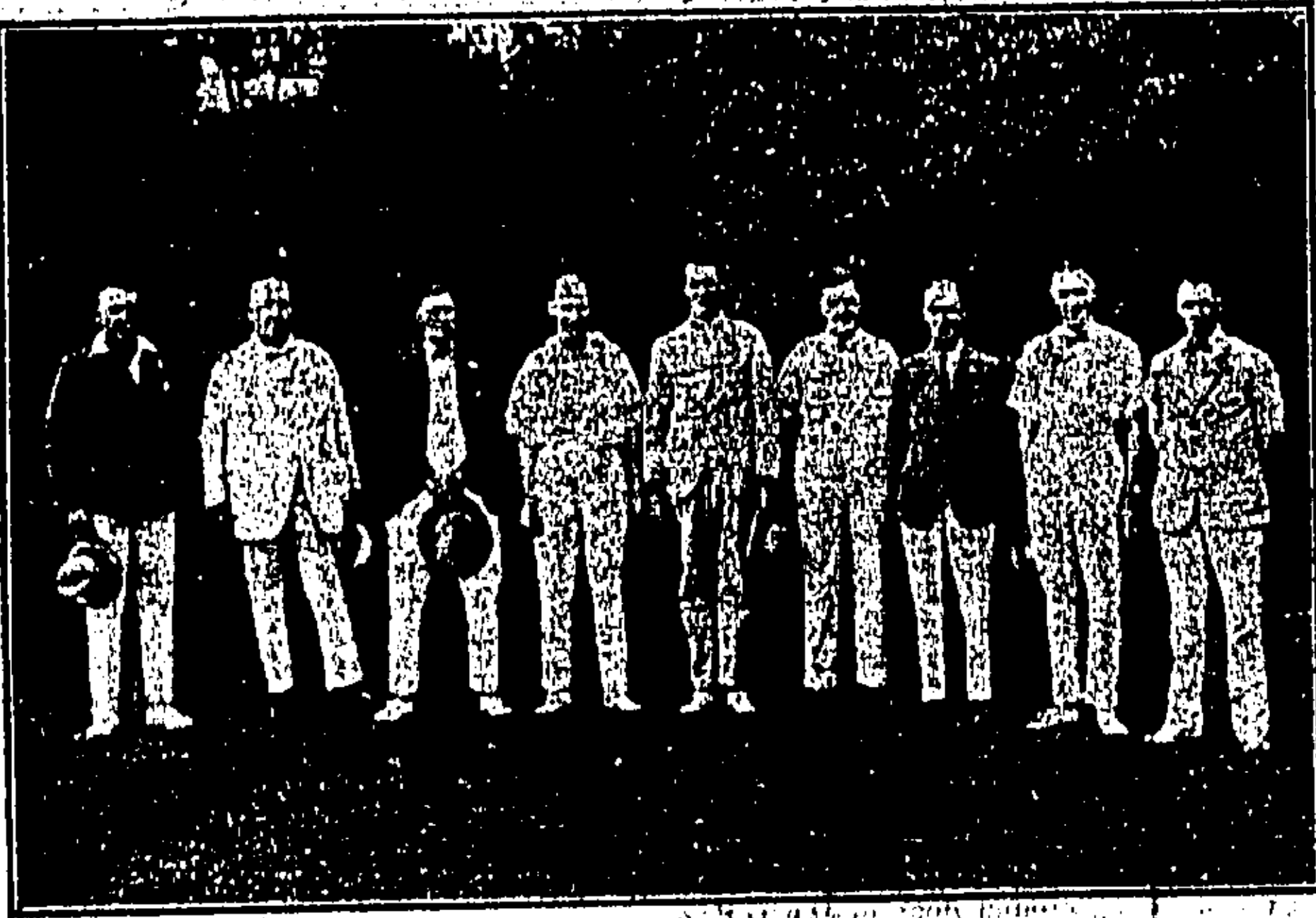
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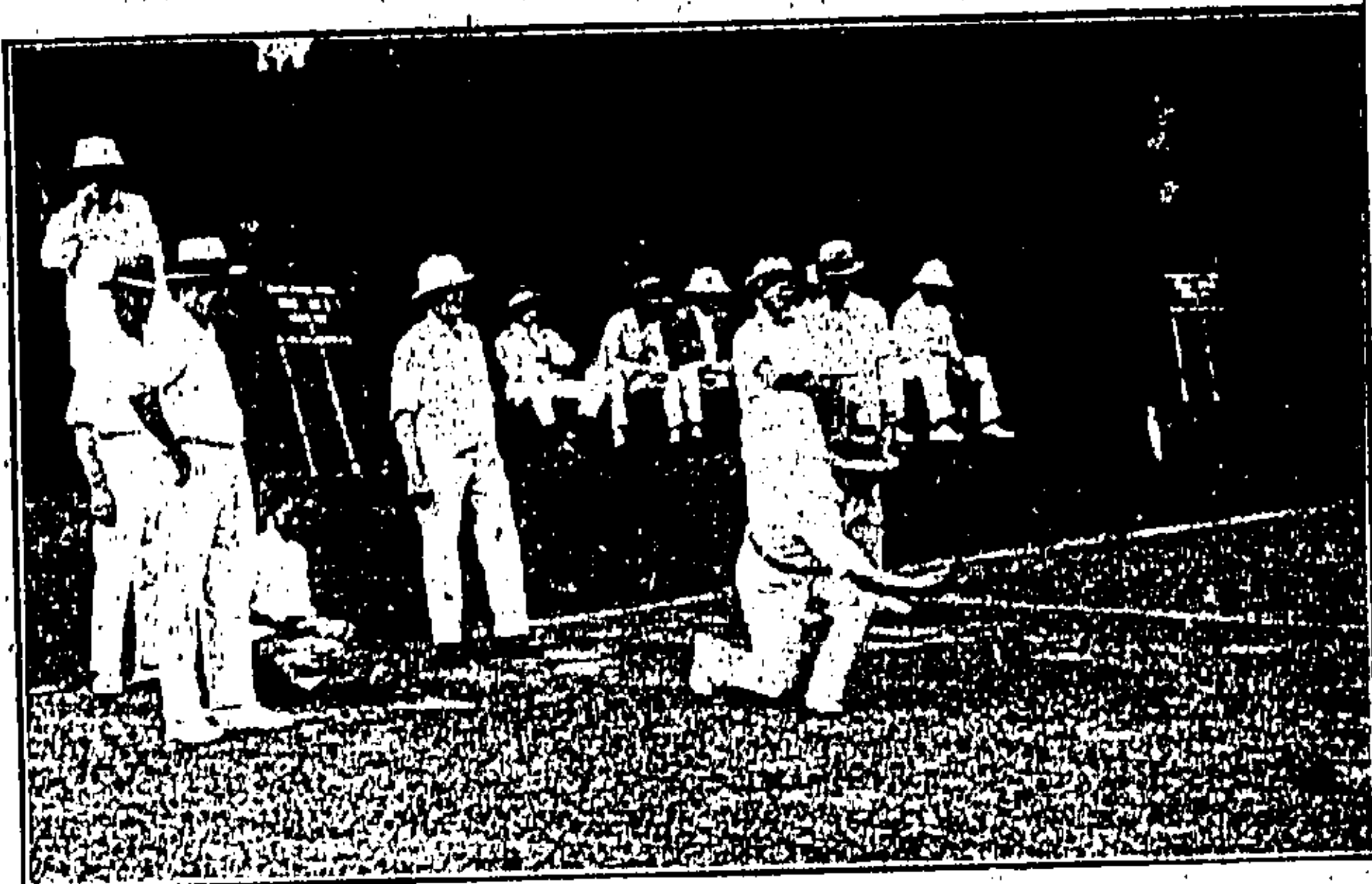
By Small



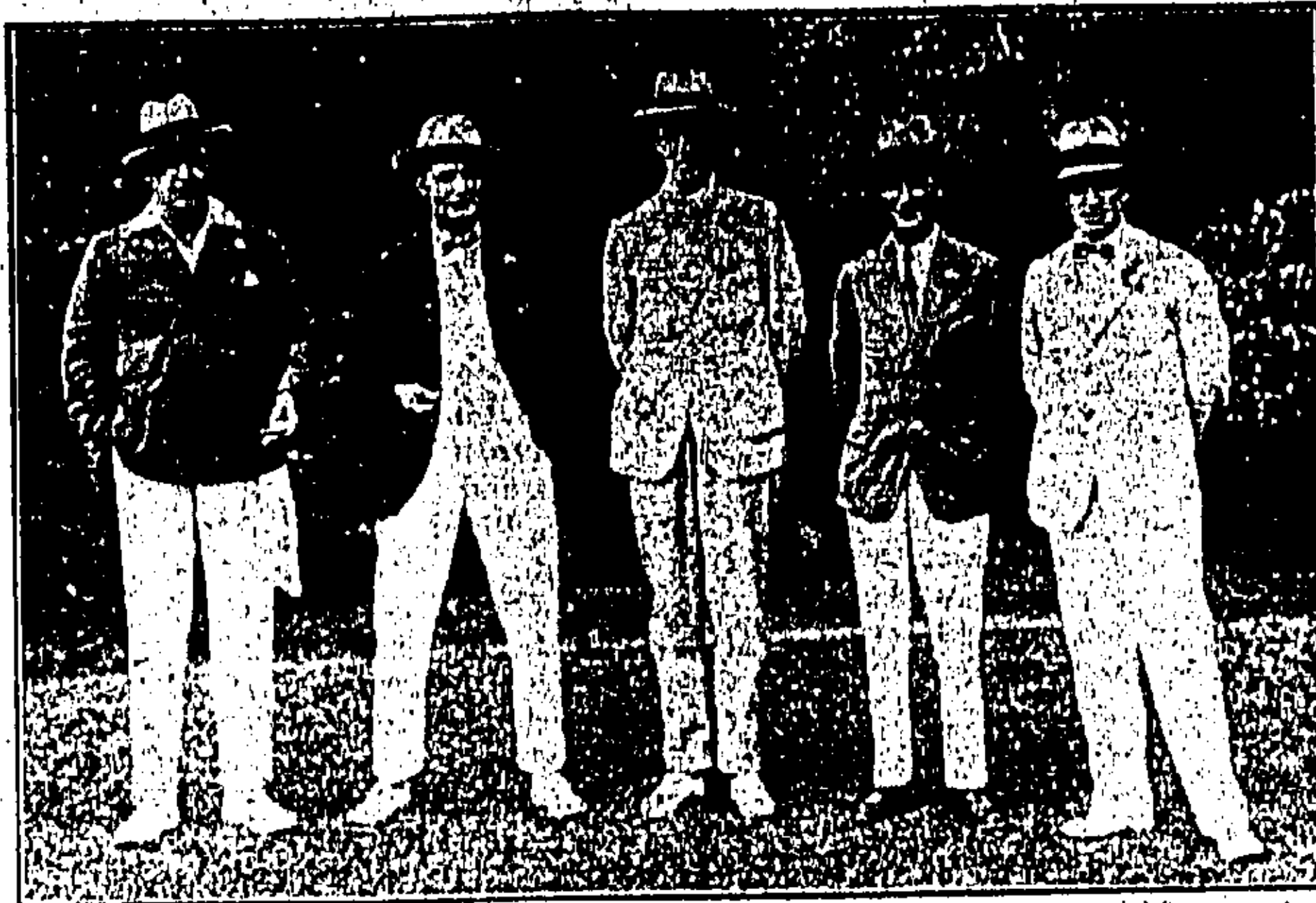
The Yangtze-poo and Hongkong Lawn Bowls teams who met on September 5th, the former winning by 29 to 14. Left to right:—Messrs. A. Chapman, G. McMurdo, W. Mair, W. A. Bailey, A. M. Holland, S. Lloyd, A. W. Grimmitt, W. H. Train and J. Brown.



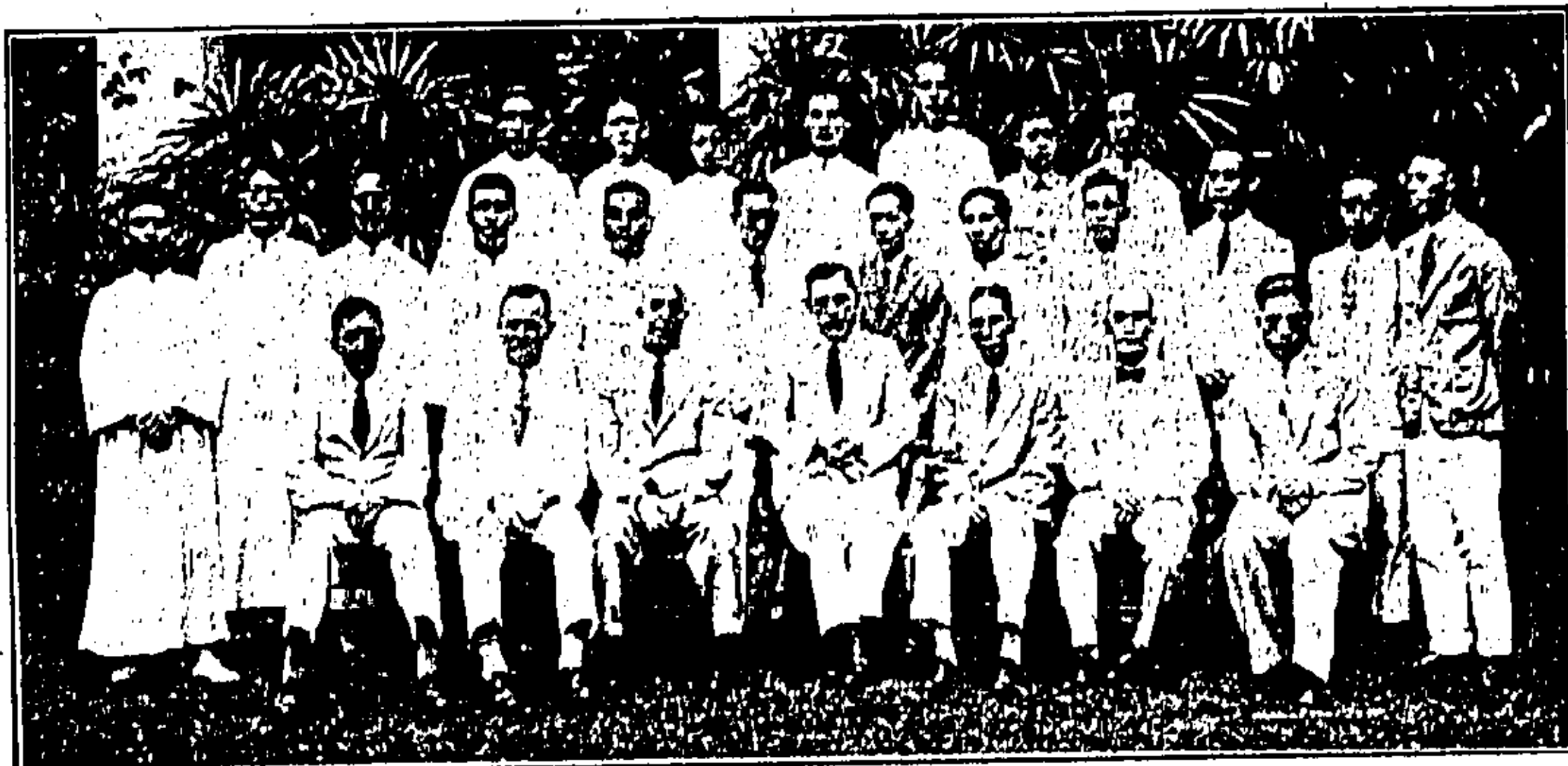
Messrs. Grimmitt (left) and McMurdo (right) snapped on the greens of the Yangtze-poo Lawn Bowls Club in the match between Yangtze-poo and Hongkong.



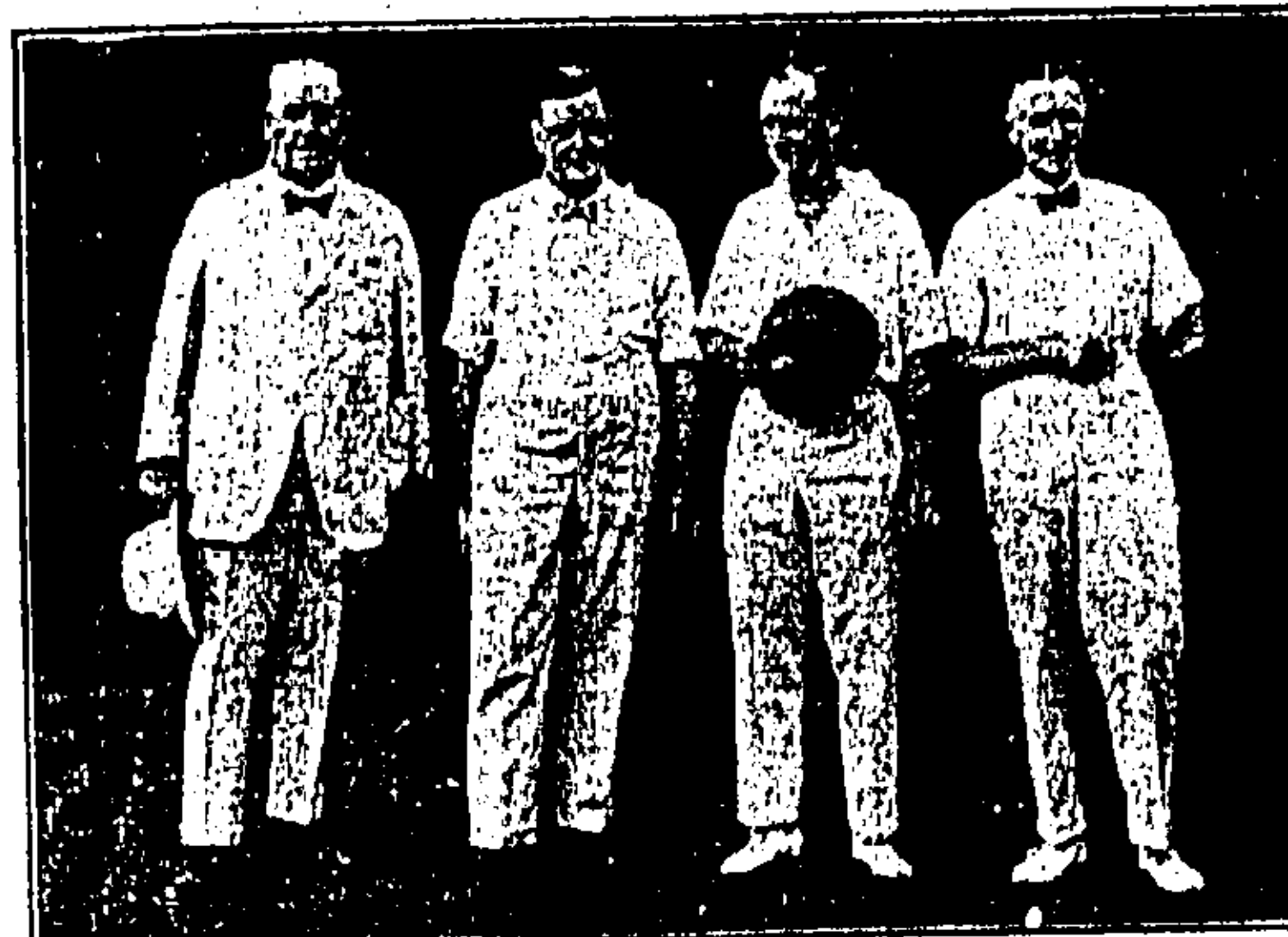
Mr. W. A. Bailey of the Yangtze-poo Club bowling his second wood in the match between Yangtze-poo and Hongkong.



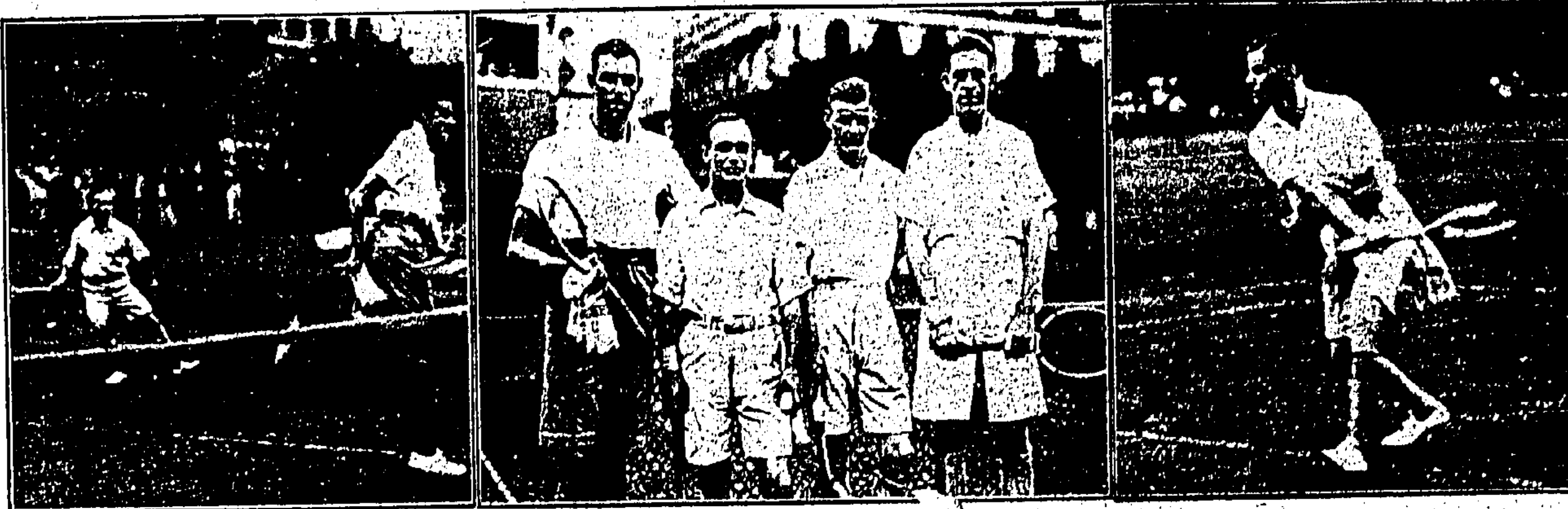
Five members of the Hongkong Lawn Bowls team, four of whom played in the Yangtze-poo match. Left to right:—A. Chapman, W. Mair, A. M. Holland, A. W. Grimmitt and J. Brown.



Above is shown the Accounts Department of the Royal Naval Dockyard, the photograph being recently taken. (Photo: Mee Cheung).



The Yangtze-poo Lawn Bowls Club team which defeated the Hongkong team (consisting of Messrs. A. M. Holland, A. W. Grimmitt, W. Mair and A. Chapman). The winning team is left to right:—Messrs. G. McMurdo, S. Lloyd, W. A. Bailey and W. H. Train.



The play and the players in the Hong Doubles lawn tennis final played on the H. K. C. C. ground on Thursday evening. Centre picture, left to right, H. Owen Hughes and G. W. Sowell (winners), with R. Gordon and W. D. Fiddes Wilson. (Photos: Mee Cheung).



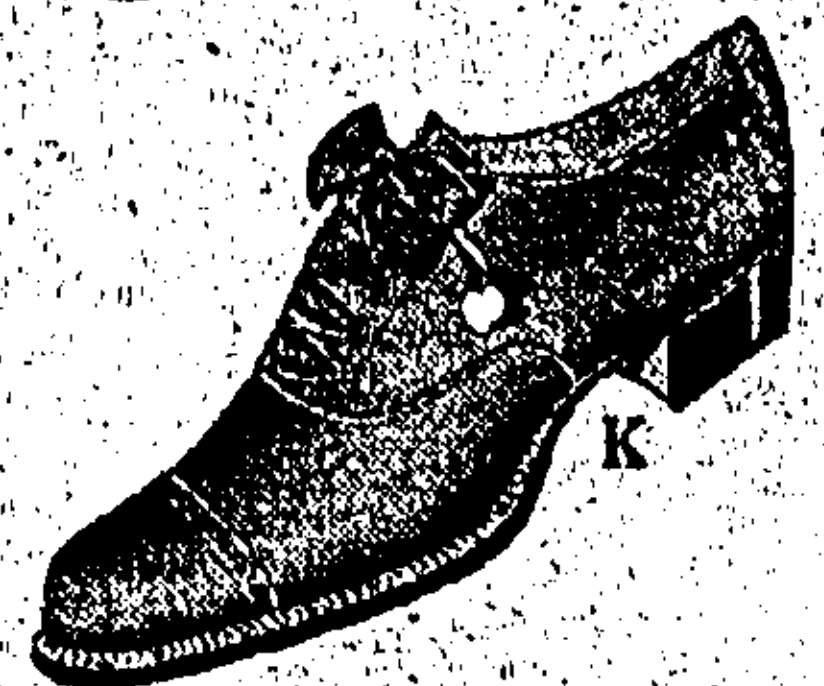
Signalman Morris, who is expected to figure prominently in the walter class this season.



Some visitors enjoying the sunshine and the sea bathing on a bright morning at Waihaiwai.

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3 fitting heel with 4 fitting toes. They fit closely at the ankle but give freedom at the toes.

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FAMILY HOTEL.—Victoria Gardens. Quiet apartments and Suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

WANTED.

WANTED.—A nurse for child age six on voyage to England, early January, 1929. Write Box No. 415, care of "Hongkong Telegraph."

HOUSE WANTED.

WANTED.—By European, November 1st, unfurnished house with verandah at Kowloon Tong. Rent moderate. Write Box No. 419, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Standard, 2 seater. Good running order. Write Box No. 418, "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—Office rooms at No. 22, Queen's Road, Central. Apply to Kayamally and Co.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Praya East. Phone C.547.

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KOWLOON.

New Advertisements.

WILLIAM POWELL LIMITED.

NOTICE—REFUND OF CAPITAL.

The Petition for the Reduction of this Company's Capital, came before the Chief Justice at the Supreme Court on the 8th August, 1928, and was granted. Shareholders are hereby notified that the Capital refund of 50 cents per share will be ready for payment on the 28th September. It will be necessary, when making application for this refund, to produce their Share Certificate, or Certificates, so that the necessary endorsement respecting the above Reduction may be stamped on them. The Transfer Books of the Company will be closed from the 20th to the 28th September, both days inclusive.

By order of the Board.

A. C. HOWELL,
Secretary.

NOTICE.

Dr. ASGER, DENTAL SURGEON, has removed his office to Kayamally Building, 20-22 Queen's Road Central.

JAVA-CHINA-JAPAN LUN

On the occasion of the 25th Anniversary of the foundation of the Java-China-Japan Lijn, the Agent will be at Home at his Office on Monday 17th September, from 11 a.m. to 12.30 p.m.

KOWLOON FOOTBALL CLUB.

The annual meeting of members of the Kowloon Football Club, will be held at the Club House, Chatham Road, on MONDAY, September 24th, at 6 p.m.

A. W. EASTMAN,
Hon. Secretary.
Hongkong, Sept. 12th, 1928.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Sixth Extra Race Meeting to be held on Saturday, 6th and on Monday 8th October, 1928, (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.

Entries will close at 12 o'clock noon on Saturday, 22nd September.

"THE PEAK FLATS"

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed FLATS and Six-Roomed FLATS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

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QUEEN'S



MONDAY TO SATURDAY NEXT

Advance Booking For Dress
Circle Daily From 11 A.M.

CHURCH NOTICES.

To-morrow the Fifteenth
Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong: September 16, 1928, 15th Sunday after Trinity: Holy Communion 8 a.m.; Children's Service 10.15 a.m.; Peak Sunday School 10.15 a.m.; Matins 11 a.m. Preacher: Rev. H. V. Koop, M.A. Evensong 6 p.m. Preacher: Rev. E. K. Quick M.A.

Wesleyan Methodist Church, Queen's Road, East, Sunday Services: Morning 10.15 a.m. Preacher: Rev. J. C. Knight. Anstey. Subject: "Poverty and Riches." Evening, 6 p.m. Preacher: Rev. J. C. Knight. Anstey. Subject: "The Sealed Book." Sailors and Soldiers Home Arsenal Street, Sunday, 8 p.m. Men's Bible Class, 8.15 p.m. Service Men's Hour, Monday 8 p.m. Meeting of the Ladies Church Aid. A hearty Welcome to all.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station: Sunday Service, 11.15 a.m. Subject "Matter." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass, U.S.A.

Theatre Royal

Thursday, 20th. September
at 9.15 p.m.

FAREWELL VIOLIN RECITAL

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PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,
the 18th September, 1928,
commencing at 2.30 p.m.
at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture

comprising:—

Halstead with Bevelled Mirror, Teak Book Case and Desk combined, Roll and Flat Top Desks, Chest-of-drawers, Cheffersons, Carpets, Rugs, Gramophones and Records, "Looking Glasses, Pictures, Oil Paintings, Brass Ware, Curios, etc., etc."

Teak Dining Room Suite (by Lane, Crawford, Ltd.), Sideboards, Dinner Waggon, Ice Chests, Crockery, Glass Ware, Cutlery, etc., etc.

Also

A Quantity of Blackwood Furniture

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One Cottage Piano.

One Sextant.

One Box Doctor's Instruments

One Motor Cycle "Sparkbrook."

Catalogues will be issued.

On View from Monday, the 17th September, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

GUTTERIDGE CASE ECHO.

INFORMANT ASSAULTED IN IN A HOTEL.

A remarkable incident at a country hotel in which Charles Rhodes Curry, Douglas-terrace, Sheffield, who was stated in court to have "received a substantial reward from a newspaper for revealing to the police certain information which led to the execution of Kennedy and Browne for the murder of Police Constable Gutteridge," was savagely assaulted by three men, was described at Bakewell (Derbyshire) on August 17.

George William Spinks and James Bayliss, of Sheffield, were sentenced to three months' hard labour for assaulting Curry, for stealing a table belonging to Mr.

LETTER GOLF.

Blame the weather for turning the MILK SOUR. But it takes more than the weather to do that—in letter golf. Par is six.

S	O	U	R
M	I	L	K

1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to Hen, in three strokes, COW, HOW HEW HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page.

James Crossland, licensee of the Waterloo Hotel, Taddington, damaging six glasses and a door at the inn, and maliciously damaging four motor-car tyres and inner tubes. Charles William Barnard, also of Sheffield, was fined 10s. for doing damage at the hotel and 10s. for assaulting Curry.

Curry, it was stated, was at the hotel with his wife. When he went outside he was followed by the three men, who asked him for money. They then "set about" him in the most brutal way, hitting and kicking him.

Mr. Crossland got Curry into the house, but the men demanded Curry's body outside. Mr. Crossland and a friend went outside. The friend was assaulted, and the men broke six glasses. The landlord put up the shutters, and one of the glass panels of the door was kicked in. The three men, who still demanded Curry, were kept at bay, but a second panel was kicked in. Mr. Crossland then heard a car being driven away. He fired a barrel through the back portion of the car in the hope of bursting the tyres. The charge however, went somewhere in the car. Later it was discovered that the four tyres of Curry's car had been slashed.

POST OFFICE NOTICE

RADIO NOTICES.

Radio Telegraph Services are now in operation as follows: Ships at Sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Province of Yunnan, British North Borneo, Siam, Canton, Swatow, Kwong Chow, Wan, Port Bayard, Tchekam, Hothow, Amoy, Foochow and Wuchow etc. Rates and further particulars on application to the Radio Counter, 1st Floor, Government Building.

Telegraphic Address—Person and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic address immediately.

A direct service to Yunnan Province has been opened 20th April 1928. The inclusive charge will be 60 cents per word, no charge will be collected from the addressee in Yunnan.

Commencing 12th June the radio telegraphic rate between Hong Kong and Canton is reduced to 20 cents (Hongkong currency) per word. No charges will be payable by addressees at either end.

The public are particularly warned against the practice of sending coin through the post in letters. The practice besides involving risk of loss is directly in contravention of the Post Office Ordinance and the P.M.G. may be compelled to take proceedings under that Ordinance.

The Money Order Office has been removed to the Public Hall on the ground floor of the G.P.O.

The Hong Kong Postal Guide for 1928 is now on sale at the General Post Office and Kowloon Post Office at the price of 60 cents a copy.

The afternoon mail service to Macao has been resumed.

INWARD MAILS.

From	Per	Date and Time.
Straits and Swatow	Talamba	Sat., Sept. 15, 1.30 p.m.
Shanghai and Swatow	Shantung	Sat., Sept. 15, 1.30 p.m.
Straits	Hakusan Maru	Sat., Sept. 15, 1.30 p.m.
Manila	Pres. Jefferson	Sat., Sept. 15, 1.30 p.m.
Shanghai and Amoy	Linan	Sat., Sept. 15, 1.30 p.m.
Japan	Tango Maru	Sat., Sept. 15, 1.30 p.m.
Straits	Mitsubishi	Sat., Sept. 15, 1.30 p.m.
U.S.A., Honolulu, Japan and Shang-	Ho Sang	Sat., Sept. 15, 1.30 p.m.
Canada, U.S.A., Japan and Shanghai	Aki Maru	Sat., Sept. 15, 1.30 p.m.

OUTWARD MAILS.

For	Per	Date and Time.
Swatow and Amoy	Anhui	Sat., Sept. 15, 1.30 p.m.
Manila	Pres. Grant	Sat., Sept. 15, 1.30 p.m.
Shanghai and Europe via Siberia	Sunning	Sat., Sept. 15, 1.30 p.m.
Straits and Calcutta	Kumsang	Sat., Sept. 15, 1.30 p.m.
	Parcels	15th 5 p.m.
	Letters	15th 9 a.m.
Bangkok via Swatow	Kwangchow	Sun., Sept. 16, 9 a.m.
Swatow, Amoy and Formosa	Klahu Maru	Sun., Sept. 16, 9 a.m.
Sam Shui and Wuchow	Taiming	Sun., Sept. 16, 11 a.m.
Shanghai and Japan	Hakusan Maru	Sun., Sept. 16, 11 a.m.
Bangkok via Swatow	Bintang	Sun., Sept. 17, 10.30 a.m.
Swatow, Amoy and Formosa	Hydrangea	Sun., Sept. 17, 2.30 p.m.
U.S.A., Canada, U.S.A. C. & S.		
U.S.A. and Europe via Victoria,		
B. C.	Pres. Jefferson	Mon., Sept. 17, 1.30 p.m.
	Parcels	17th 5 p.m.
	Registration	17th 4.15 p.m.
	Letters	17th 5 p.m.
	(Due Victoria B.C. 8th October)	
	(Due San Francisco 12th October)	
	Hai Ching	Tues., Sept. 18, 2 p.m.
Swatow, Amoy and Foochow		
Straits, Egypt and Europe via		
Marseilles	Achilles	Tues., Sept. 18, 1.30 p.m.
	Kowloon P. O.	
	Registration	18th 1.00 p.m.
	Letters	18th 1.00 p.m.
	G. P. O.	
	Registration	18th 1.45 p.m.
	Letters	18th 2.30 p.m.
	(Due Marseilles 19th October)	
	Suiyang	Tues., Sept. 18, 5 p.m.
Amoy		
Manila, Australia and New Zealand		
via Thursday Island	Tango Maru	Wed., Sept. 19, 1.30 p.m.
	Registration	19th 8.45 a.m.
	Letters	19th 9.30 a.m.
	(Due Thursday Island 1st October)	
Swatow	Hangang	Wed., Sept. 19, 2.30 p.m.
Cebu	Phenius	Wed., Sept. 19, 2.30 p.m.
Yunnan		Wed., Sept. 19, 4.30 p.m.
Shanghai	Yunnan	Wed., Sept. 19, 4.30 p.m.
Weihsaiwei and Dalny	Changchow	Thurs., Sept. 20, 12.30 p.m.
Shanghai	Linan	Thurs., Sept. 20, 12.30 p.m.
Straits and Calcutta	Yuensang	Thurs., Sept. 20, 12.30 p.m.
	Parcels	noon
	Letters	1 p.m.
Sandakan	Mausang	Thurs., Sept. 20, 1.30 p.m.
Amoy	Hosang	Thurs., Sept. 20, 1.30 p.m.
Japan	Aki Maru	Fri., Sept. 21, 9.30 a.m.
Swatow, Amoy and Foochow	Halvard	Fri., Sept. 21, 11 a.m.
Straits, Ceylon, India, Mauritius,		
East and South Africa, Aden,		
Egypt and Europe via Marseilles	Suwa Maru	Sat., Sept. 22, 1.30 p.m.
	Kowloon P. O.	
	Registration	21st 4.30 p.m.
	Letter	21st 9 a.m.
	G. P. O.	
	Registration	22nd 8.45 a.m.
	Letters	22nd 9.30 a.m.
	(Due Marseilles 21st Oct.)	

*Correspondence bearing vessel's name only.

THE amusing and exciting adventures of two soldiers who escape from a war prison camp and eventually arrive in the land of sheikhs—
TWO

ARABIAN KNIGHTS



With William Boyd and Mary Asfor
COMING TO THE
WORLD TOMORROW TO TUESDAY
USUAL TIMES & PRICES.

STAR THEATRE TO-DAY. MARION DAVIES



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BRIGHT College years—all the fun and the thrills and the tribulations of life around a crowded campus in a comedy with never a dull moment! Marion Davies is the fair co-ed down to the last rolled stocking—and it will open your eyes to see her play basket ball and score in the realm of love as well.

FINAL SHOWINGS TO-DAY—CONTINUOUS 2.30 to 11.15.



THERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents:—

W. R. LOXLEY & Co.

LIDO CLUB RAID.

—ALLEGED LEAKAGE OF INFORMATION.

POLICE VISITS.

"I think the visits of police constables to these places disguised as a very undesirable thing, but I am clearly of opinion that it is a necessary evil caused by the persistence of these breaches of the law," said Mr. Mead, the Marlborough-street magistrate, in dealing with summonses following a police raid on the Lido Club, New-mans-street, W.

Venice, Ltd., owners of the Club, George Abrahamson, Abraham Lewis, Garrett, and Herbert Francis Barons (secretary) were summoned for supplying intoxicating liquor after hours and without a licence, and also to show cause why the club should not be struck off the register.

The summonses against Abrahamson and Barons were withdrawn by consent. Mr. Garrett pleaded guilty.

Mr. Muskett (prosecuting) said he did not think it could be expected in the circumstances that the highest penalty could be resisted. The history of the club, he said, was unique in his experience. The premises included a large room divided for the purpose of dancing, and an elaborate stage at the far end and an upper floor constructed as a balcony with small boxes containing a table and two chairs overlooking the dancing room. In the basement there was a room called the Dutch Room.

Giving the history of the premises, he said that since 1919 they had been carried on in the name of various clubs, including the Folies Bergere, in which Mrs. Kate Merrick was concerned. As soon as one club was suppressed another blossomed forth. On May 20, 1926, Mr. Cassella applied to have the disqualification of the premises removed, and this was subsequently done, when the disqualification, fixed for three years, had run for two years. On the day the disqualification was removed the Lido Club was established, but it came to grief after a time through financial difficulties, and a receiver was appointed.

In October, 1927, he said, Venice, Ltd., came into existence, and he thought he was justified in calling it a one-man club.

High-class Establishment. There was no suggestion of drunkenness, undesirable characters, or disorder in the present case, he said. It was a high-class establishment worked irregularly under the Licensing Laws.

On July 12 two constables from Scotland Yard and three others went to the Club and paid £2 10s. for admission. No question of membership arose, and after signing the book they were admitted. They went to the dance-room, where 60 persons were dancing and drinking, mostly champagne. They were supplied with whiskies and sodas.

The officers and their friends, he said, seemed to have "chummed up" with the dancing instructresses, of which there were 30 or more, and intoxicants were obtained after each dance. At 1.30 a.m. dancing ceased, and a cabaret performance took place. Then there was further dancing and further purchase of drinks until 2.45 a.m., when they adjourned to the Dutch Room, which seemed to be used until four o'clock for dancing and drinking.

One of the constables, said Mr. Muskett, spent £4 15s. 6d. and the other £2s. 6d. Prices went up when they went to the Dutch Room. In the large room a small whisky cost 1s. 6d., but in the Dutch Room it was 3s. Champagne was sold at 35s. a bottle, and a magnum cost £2 18s. 6d. The recognised fee for a dancing instructress seemed to be £3.

Nothing Found. On July 17 a warrant was granted, and he said, without hesitation, that it could not be denied that those responsible for the conduct of the club were aware that a raid was going to take place that evening. How such information leaked out it was impossible to say.

Before the warrant was executed, he said, a policeman entered the premises at 11.15 and was told that he could not have drink without food. At 12 o'clock waiters informed the guests that they could not be supplied with more drink, and by 12.30 every table was clear. At 2.25 a.m. the club was raided, and nothing wrong was found.

Dealing with the sale of wines, he said that from October 25, 1927, to January 31, 1928, the gross profits on wine were £2,834, for the month of February £1,097, and for March £707.

Mr. Harry Myers (for Garrett) said he could not contend that on the two nights in question there had not been breaches of the law. The club, however, was not of the type usually before the Court, and Garrett was not the type of person Mr. Mead usually had before him. Mr. Garrett was not connected directly or indirectly with Mrs. Merrick or with any person connected with the premises before.

He denied that the fee for a dancing instructress was £3; guests paid what they liked.

The Visitors. "An inspection of the members' register," said Mr. Myers, "will



RED DESIGNS ON THE FRENCH ARMY.

NEW COMMUNIST EFFORTS AT CORRUPTION.

Paris, Aug. 19. Communist anti-militarism in France is developing, and a clear proof, if more proof be needed, of its total want of sincerity and scruple is supplied by a document now come to light and cumbrously entitled, "Plan for the thesis on new anti-militarist problems," which has been widely circulated to Communist committees.

"In dealing with professional soldiers," declares the pamphlet, "we must make them, and even certain officers, understand that, in accordance with the example of the Red Army, we are not 'a priori' against the utilisation of those among them who shall be elected by the mass of the soldiers to form the cadres of the workers' militia."

"Contrary to the conception of small bourgeois pacifists, this propaganda is capable of winning over to us in the development of our struggle professional military elements, who put the spirit of their calling above that of class and may admire the proletarian armament."

In the interest of the proletarian armament, urges the writer, Communists must work for the dissolution of the police, the gendarmerie, and the Garde Republicaine, but not of the Army, which must be made to serve the true Red gospel by teaching its adepts "to make use of arms, to learn the science of combat, and the military art."

Eyes on the Colonies.

Meanwhile, and in addition to these means, every effort must be made to take 'advantage' of an antagonism highly dangerous for the bourgeoisie' between soldiers and officers, and especially between Colonial troops and their officers, and to minimise the 'antagonism' extremely dangerous for the working class' between Colonial troops and European recruits.

In spite of the confidence expressed in these "directives" for sowing the seed of Communism in the Army, their authors evidently suffer from not a little nervousness as to what the result might be of a clash between the "popular national army" or the "working-class militia," the creation of which is the object of their intrigues backed by "the defence organisations of the working class," such as the "Jungsturm" in Germany, and a few companies of Senegalese Rifles that had not been sufficiently won over to hate their officers and continued to obey "bourgeois discipline."

show that the members and visitors included men and women who occupy extremely high social positions and men who are members of the learned professions. These people would not have gone to a place of this kind unless they believed it was a type of place in which they could be safely seen and unless they believed they were 'under the roof of a bona-fide club.'

During the major portion of the club's life, he said, there had been an honest attempt to establish and carry on a genuine club.

Mr. Myers strongly denied knowledge that the raid was going to take place, and said there was not a word of truth in Mr. Muskett's suggestion.

Mr. Mead, in imposing fines and costs totalling £130 on Venice, Ltd., and one month's imprisonment in the second division and £50 costs on Garrett, said that he had long ago come to the conclusion that fines were no deterrent in these cases, because of the large sums, running into thousands, which were involved. He regretted he had to send Garrett to prison because it had been stated that he was a licensed victualler and a special constable. But no man knew better than he that he had been carrying on unlawful competition with licensed victuallers.

He struck the club off the register, and disqualified the premises for five years.

Notice of appeal was given.

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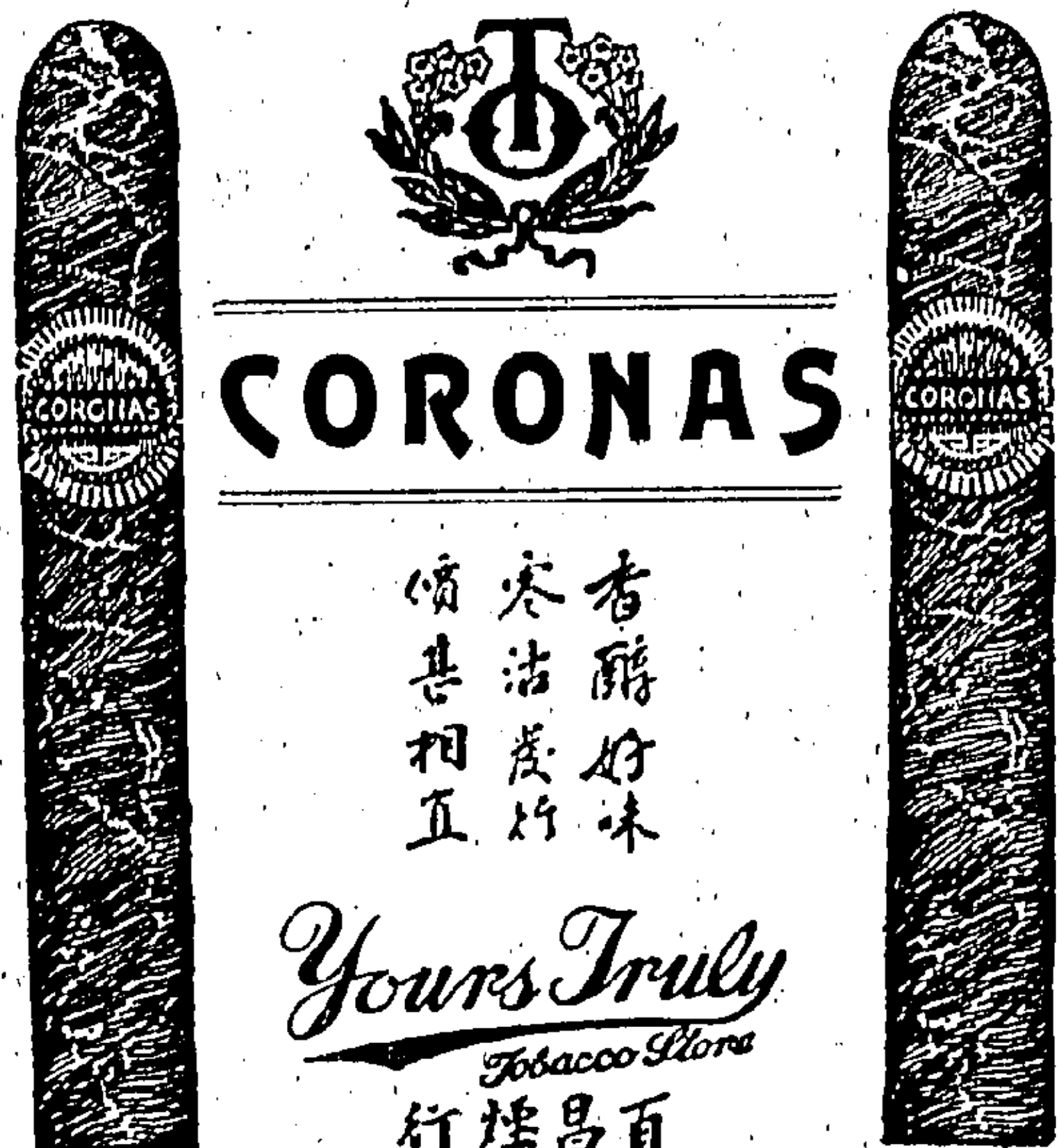
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STERILISED MILKS.

VALUE OF INDUSTRIAL PRODUCTS.

The following article on sterilised milk is by Dr. G. Variot, the noted French specialist.

During the summer heat, at all times housewives have boiled the milk to keep it from turning sour; but it is only since the discoveries by Pasteur on the fermentation of liquids, such as wines, beer, milk, that we have learned to sterilise them very carefully.

Pasteur managed to prevent fermentations in wines and beer by heating them only to 75 degrees pasteurising them. Pasteurisation is insufficient to sterilise milk completely, it must be heated to at least 100 degrees, to bring it to boiling point, to destroy the microbes which multiply so quickly.

However, pasteurisation can delay the fermentation of milk after milking, and this method is still in use in the industry, during the summer, for milks sent in large quantities from the country to towns great care is taken to put ice round the cans to reduce the temperature and delay the activity of microbian cultures. But sterilisation obtained in this way is temporary and incomplete, it is indispensable to boil the milk if we want it to remain harmless for the infants who consume it.

The boiling point must last 20 minutes and continue if the first cream which comes on the top of the milk must be taken away.

It goes without saying that the tins and the feeding bottles will also be sterilised in boiling water.

In town there is a great advantage in the use of sterilising apparatus with which all the bottles can be prepared beforehand for 24 hours. These are fitted with a rubber hood so that no impurity can touch them, all the bottles are placed in a basket which is immersed in a basin of water heated to boiling point for three quarters of an hour. The sterilisation of the milk is thus more complete and more lasting than by merely being boiled for 20 minutes.

Good Milk Needed.

It must be understood that the sterilisation which keeps the milk safe from unhealthy germs, can add nothing to its original quality. It must be selected with great care. Preference must be given to a good cow's milk. A cow's milk is too thin, little nourishing and will only be used for delicate newborn babies. Also its price is almost prohibitive. Goat's milk is heavy and indigestible; from our experience it has not been a success in our climate, for artificial feeding.

In the country, it is somewhat easy to obtain fresh and pure cow's milk, but it is not so in large towns, like Paris, where this product goes through so many hands before reaching the consumer. It is hardly necessary for me to recall the too numerous adulterations, and especially the thinning and skimming which take away from the milk its nutritious value. On the other hand especially during summer and stormy weather, milk, in course of transport from the country to distant towns, is subject to microbian fermentation dangerous to infants. If sterilisation is delayed it will become useless. This is why some very serious cases of diarrhoea will occur through dairy milk that has been sterilised too late, even by three quarters of an hour.

Industry's Progress.

To obviate these dangers, the progress in the milk industry has supplied us with very efficient means of which I cannot recommend the use strongly enough. We have succeeded, in France and abroad, in preparing milks that cannot be adulterated and cannot ferment contained in bottles or tins hermetically cleaned and which can be kept on ships and sent to the colonies.

Bottled industrial milks are overheated in the autoclave to 10 degrees and often rendered homogeneous, which makes them more easy to digest. Ten per cent. of sugar can also be added to increase their energetic force; this is the saccharinated milk, largely used for frail infants.

But the milks industrially prepared the most in use are sweetened condensed milks, which are used with great success to rear infants with safety. In the course of preparation at the works, these milks, carefully selected, are evaporated at 5 degrees only for concentration, in this way their vitamins are entirely preserved.

To insure a better keeping of these milks, a suitable quantity of sugar is added; this product is an excellent conservative and at the same time a food well assimilated by infants. The sweetened condensed milk, like well-made jam, cannot ferment.

Easy to Handle.

It is therefore an industrial product very reliable and easy to handle. We have given it the preference to the ordinary sterilised milks in our large distribution

LE TOUQUET MURDER.

MAN WHO DISAPPEARED NOW DETAINED.

Douai, Aug. 17.

A fresh clue has been discovered which it is hoped may throw light upon the mysterious murder of Mrs. Wilson, an English visitor to Le Touquet, who was found lying dead among some bushes near the golf links several months ago.

Many theories have been put forward to account for the fact that robbery did not appear to be a motive, as the victim's purse was not carried off.

Suspicion has now fallen upon a labourer who disappeared from the neighbourhood for several days at the time of the murder.

It is stated that a man in a motor-car called for him on the fatal day and it is suggested that the two men then waylaid Mrs. Wilson and murdered her.

All the alibis put forward by the suspect have been proved false, and when the police questioned him on the subject of the murder he showed great perturbation.

Although he denies having had anything to do with the crime, he has been detained for further examination.

Mrs. Florence Wilson, aged 50, was found strangled near golf links within a mile of Paris Plage, Le Touquet, on May 19 last.

£1,000 FOR AIR TRIP.

RUSH FOR BERTHS FOR R 100's ATLANTIC VOYAGE.

It has been decided that when the giant British airship R 100—the biggest craft of its type ever built—is ready, shortly, to leave the shed in which it is being assembled at Howden, Yorkshire, it will be flown, with Major G. H. Scott as captain, to the Cardington airship base, near Bedford.

From there it will undergo a series of home trials, and will then fly to Canada and the United States. On this outward journey no passengers will be carried, but on the return flight from New York to England the luxurious accommodation of the dirigible, including dining-saloon, lounge, promenades, and sleeping-berths for 100 people, will be occupied for the first time by fare-paying aerial passengers.

Already the keenest competition is being shown to make the trip in this immense craft, which is more than 700 feet long and weighs 150 tons. Fees of as much as £1,000 have been offered by prominent American business men. So far, however, no definite allocation of berths has been made.

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The sweetened condensed milk is sterilised at 120 degrees, therefore part of the vitamins are taken away. It can be used for adults who take other foods, but it must not be used for infants, as in course of time it develops scurvy.

The milk industry supplies us with dry powdered milk which keeps very well and is also used for the feeding of infants.

We resort to it when the sweetened condensed milk is not assimilated by the infants, which very seldom happens. Besides, it is preferable to use powdered unskimmed milk which has retained all its fat.

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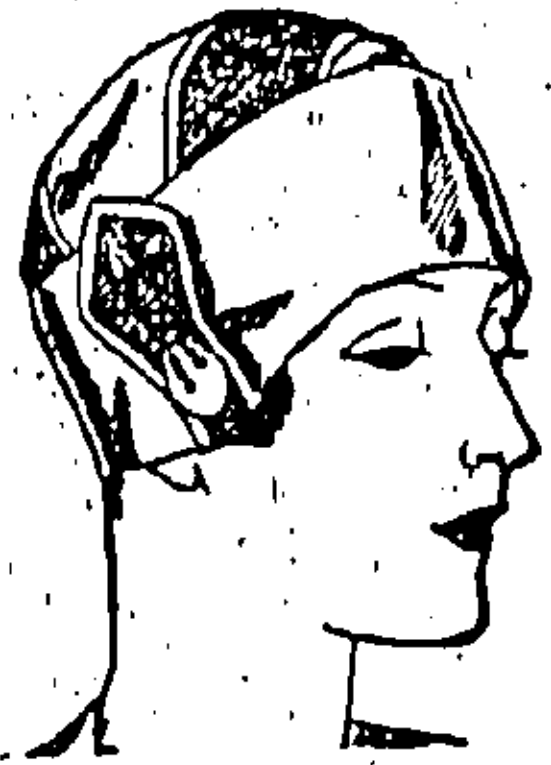
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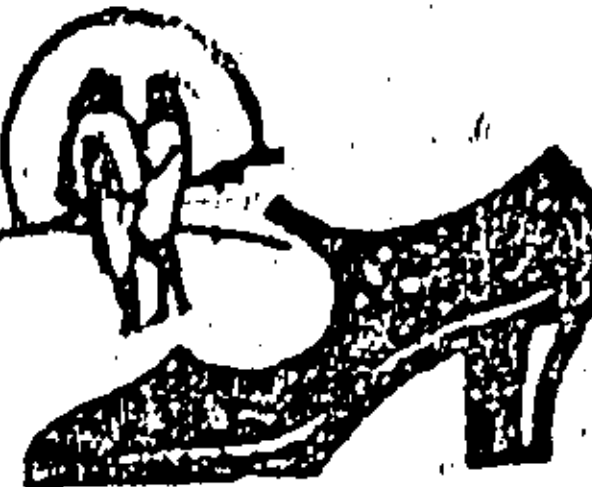


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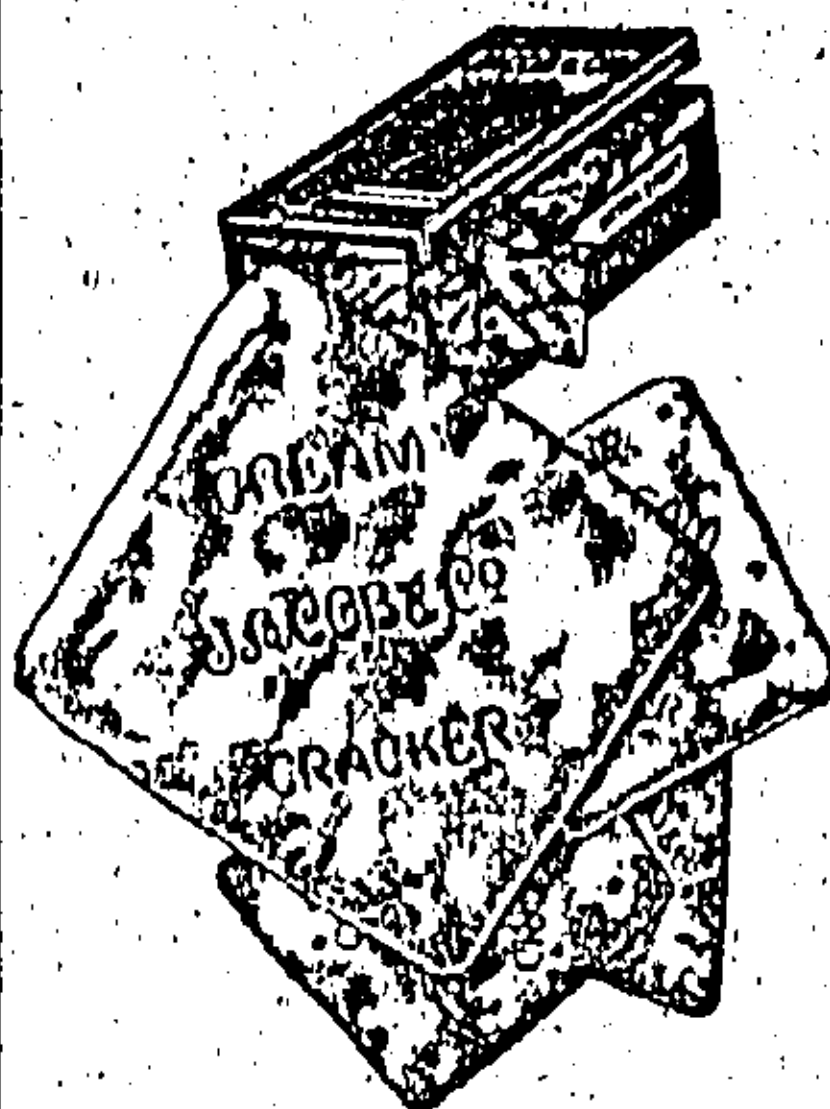
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SUSPECT HAULED INTO MOVING MOTOR-CAR.

Drama worthy of the films took place in Sloane-square on the afternoon of August 17.

It was the sequel to an attempt to rob a flat. The would-be thief, it is alleged, held up several persons with an automatic pistol which was afterwards picked up in the road and found to be fully loaded with eight rounds.

A motorist, Mr. H. H. Harrison, of the Pavilion Garage, Pavilion-road, joined in a pursuit, and dragged a man into his car. The suspect was taken to Walton-street Police Station, and will appear at Westminster Police Court.

The story of the chase is best told in Mr. Harrison's words. "I heard a shout of 'Stop thief,'" he said, "and I ran out from the garage to see what had happened. Drove Back One-handed.

"I jumped into my car and overtook a man at the far end of Sloane-square.

"In passing him I grabbed him with one hand. The next moment I dragged him into the car without even pulling up. Then I held him with both arms and drove back to the garage with one hand. The man did not struggle.

"When we returned the police were sent for, and they took him to the station.

"One of my men picked up a revolver, and it was found to be an automatic loaded with eight cartridges.

Prior to the capture a porter at Cadogan-mansions, Sloane-square, heard the sound of breaking glass on the first floor, and found there a well-dressed young man, who asked, "Do you know who lives here?"

"I do," replied the porter, "but they are away."

He noticed that the glass panel of the door had been smashed, and asked for an explanation. The stranger is said to have whipped out a revolver, covered the porter, and ordered him away.

The visitor moved backwards to the stairs and bolted into the street.

Two workmen at the corner of Cadogan-square attempted to stop him, but were also held off by the man brandishing his revolver.

FIFTY YEARS AT OXFORD.

SIR H. WARREN'S RETIREMENT.

Oxford, Aug. 17. Sir Herbert Warren, the President of Magdalen College, after holding that office for 43 years, will retire, as has already been announced, at the end of September.

He intends to remain in Oxford at No. 74, Woodstock-road, and he will devote his leisure to the writing of his memories of Oxford during the last fifty years.

He declares that there has been an improvement in one standard of work, not only at Magdalen, but throughout the whole University, for the number of young men taking honours has increased and the number of pass men has decreased. Oxford also has become more vocational and young men come to it more definitely with the idea of studying for a profession—law, or medicine.

During his term of office Sir Herbert has superintended the studies of three Royal Princes—the Prince of Wales, Prince Chichibu of Japan, and the late Prince Christian Victor.

Royal Undergraduates.

The Prince of Wales was an undergraduate at Magdalen from 1912 to 1914, but he was unable to complete his course owing to the outbreak of the War. Sir Herbert says that the Prince, who studied French and German, always worked hard. He used to write an essay for the President once a week.

He also went to lectures on history and political economy, and attended lectures on constitutional law, delivered by Sir William Anson, the Warden of All Souls, who was one of the greatest authorities on the subject.

Prince Chichibu of Japan intended to remain at Magdalen for a year, but he was recalled on the death of his father, the Emperor of Japan, having completed one term. The President has always spoken highly of the rapidly with which Prince Chichibu gained a command of English, which he was studying. After the death of Prince Christian Victor, Sir Herbert Warren, by request, wrote his life.

Some of the most important of Sir Herbert's work was accomplished in conjunction with the late Marquess Curzon during their occupation of the offices of Vice-Chancellor and Chancellor of the University respectively. Sir Herbert became Vice-Chancellor in 1906, on the nomination of Lord Goschen, and remained in office until 1910.

During his second term, the death of Lord Goschen occurred, and it fell to Sir Herbert's lot to conduct the election of Lord Curzon to the Chancellorship. Together they carried out the programme known as "the reform of Oxford from within." These reforms have had far-reaching effects, and at the time they involved heavy additional labour for the Vice-Chancellor and the officers of the University.

Literary Pursuits.

Sir Herbert Warren became President of Magdalen in 1885, but he had previously been a tutor at the College for eight years. Since that time the reputation of Magdalen has greatly increased, both for proficiency in sport and in scholarship. In 1885 there were only about sixty students, while at the present time there are about one hundred and eighty.

The President married Miss Brodie, the daughter of the late Sir Benjamin Brodie, in the year following his election. He was for five years Professor of Poetry, and he now intends to devote his leisure to literary pursuits.

BIRD MIGRATION.

GERMAN ORNITHOLOGICAL STATION.

For many years past it has been known that Heligoland, a small island rising like a steep rock from the waters of the south-eastern corner of the North Sea—offers unique opportunities for the study of the problem of bird migration. Twice annually, in autumn and in spring, and to a lesser extent at other times of the year as well—large numbers of migratory birds cross the North Sea via Heligoland which, owing to its high elevation (nearly 200 ft. above the sea level), is a conspicuous landmark not only for ships, but for birds as well.

At night-time, especially when it rains or when the sky is overcast, the powerful light of the lighthouse (of 42 million candle power) appears to exercise an inexplicable power of attraction upon the aerial travellers. The small size of the island (about one fifth of a square mile) and the fact that the absence of trees, shrubs and reeds makes it impossible for the birds to hide themselves, greatly add to the facilities available on the island to make ornithological observations. It is not surprising, therefore, that a very large number of species (more than four hundred) have been observed on Heligoland, many of them being very rare.

Problem Studied.

For all these reasons an Ornithological Station has now been in existence on the island for a good many years. One of its principal tasks is to study the problem of bird migration.

A great deal has been written on this problem, and yet it is a fact that the subject abounds even now in unsolved mysteries.

Why, for instance, do most Central European birds travel in a south-westerly direction, whilst certain others, e.g., the cuckoo, travel south-east? What enables them, especially those that travel singly, to find their way? What instinct guides them during their migrations? The Heligoland station was established in order to solve the problem by direct observation of the facts of migration and by a number of experiments. Observations take place at all times of the year, not only during the day, but also—if required—during night-time. This part of the work performed by the station has recently been greatly facilitated by the establishment of auxiliary and affiliated stations on the North Sea islands and on the shores of the German mainland. Collaboration with foreign stations and foreign observers is aimed at and is already in existence to some extent. Many live birds are kept for physiological investigations and experiments. Foreign scientists and students, especially those who desire to increase their knowledge of ornithology or to carry on independent research work can be provided with suitable places for their work. A well-stocked library and valuable ornithological collections are also at the disposal of visitors for studying purposes.

Rings.

A particularly suitable means of research consists in the provision of rings with which the birds are marked for identification purposes. These rings are made of aluminium and are attached to the bird's legs. They serve as a kind of "passport" the particulars engraved on them being the name of the station and a number of identification. The same number is also entered in the books kept by the station, together with information relative to the bird in question. If the "ringed" bird is subsequently found by some observer elsewhere and if the ring is forwarded to Heligoland, the route along which the bird travelled can be roughly ascertained. Birds intended to be "ringed" are caught in wire baskets placed on a special piece of ground where

COURT QUASHES A CONVICTION.

OMNIBUS TICKET AS PROOF OF ALIBI.

The Court of Criminal Appeal has allowed the appeal of William Jones against a conviction at Hampshire Sessions for garage breaking at Petersfield. The Lord Chief Justice (Lord Hewart) presided, the other members of the Court being Justice Swift and Branson.

Jones was sentenced to nine months' hard labour, and had been granted leave to call a witness in support of his defence of an alibi.

Sidney James Dibbon, of Fleet-street, Newport, Isle of Wight, omnibus conductor, in the employment of the Vectis Omnibus Company, now gave evidence to the effect that an omnibus ticket which Jones had in his possession when arrested, was issued on his omnibus for a journey from Ryde to Newport on the morning the appellant was alleged to have been seen near Petersfield with a motor-car which was afterwards abandoned.

The Lord Chief Justice told Jones that he had nobody but himself to thank for the unfortunate position in which he had been placed.

Although he had been identified as being "the man in a brown suit" who was seen with the motor-car, the fresh evidence confirmed his defence that he was not the man. It was unfortunate that when asked where he was on the night of the crime, he should have replied, "I shall have to think where I was if I am picked out. They will have to prove it was me."

"Unfortunate Answers."

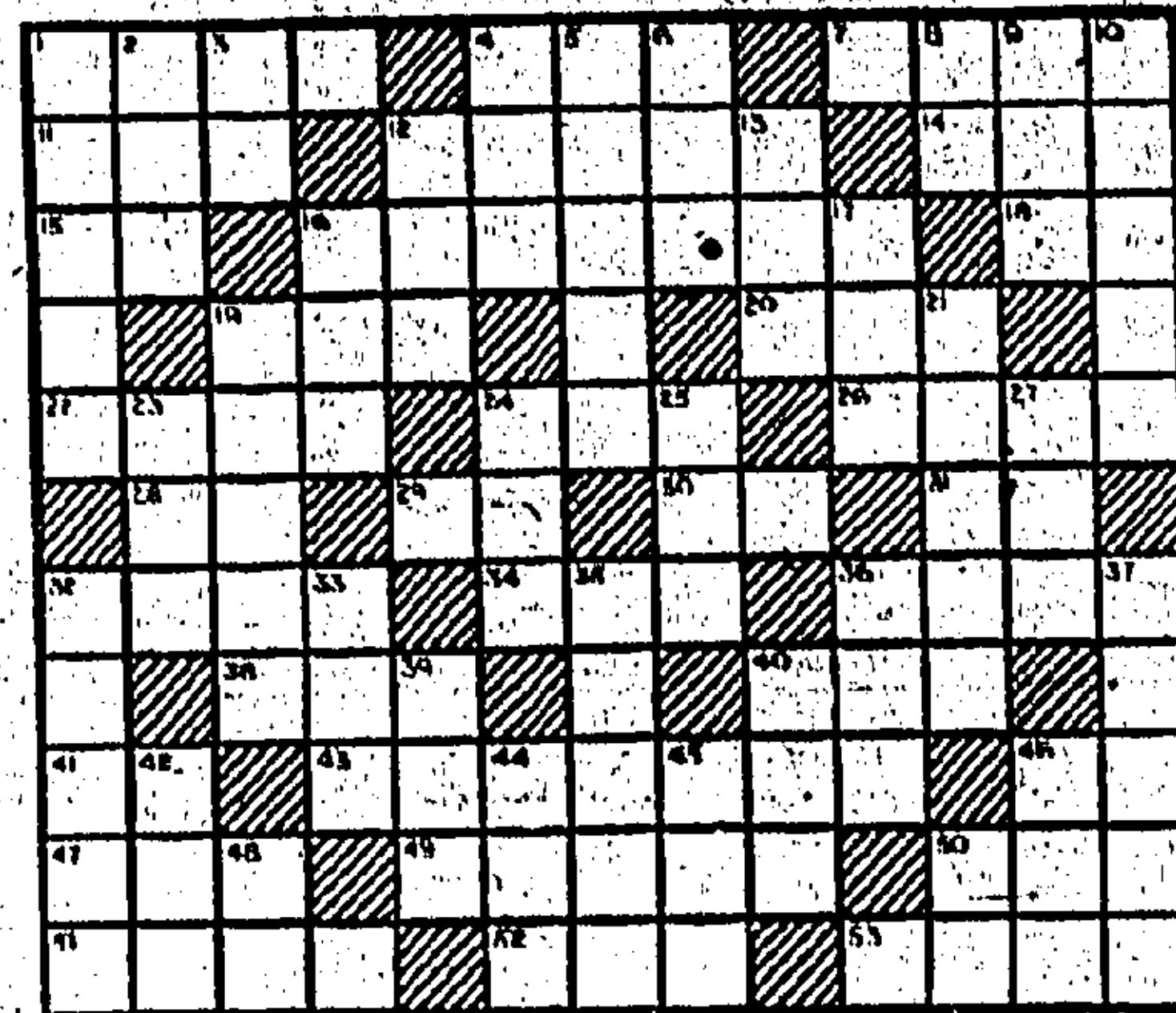
Jones made other unfortunate answers to questions, and it was upon his evidence at the trial that he travelled by omnibus from Ryde to Newport on the morning that he was alleged to have been seen with the motor-car that the Court had directed inquiries to be made. The result of investigations was the new evidence on which the conviction could not be supported, and both conviction and sentence would be quashed.

"Appellant," added Lord Hewart, "had several opportunities of making his position plain, but unfortunately the kind of answers he made tended rather to confirm than to remove the suspicion which the evidence of witnesses had cast upon him."

bushes and shrubs have been planted. Their number amounts to several thousands per annum.

The Heligoland station has numerous collaborators on the mainland by whom birds are marked with the aid of rings supplied by it and who also send information concerning the birds thus marked to Heligoland. In 1927 more than 50,000 rings were supplied to such collaborators. This method greatly helps to arouse an intelligent interest in ornithology and to promote the cause of bird protection. "Ringed" birds have often been the means of opening up cordial relations between bird lovers and ornithologists in different countries. Information concerning birds marked at Heligoland arrives there from the Scandinavian and Baltic countries, the United Kingdom, Holland, Belgium, France, Spain, Portugal, Italy, Africa, and the Balkans. During the winter months several letters concerning such information are received every week, the majority of them being sent from France and the Iberian peninsula, but even then their number is small in relation to the number of marked birds kept on the books. The average rate is only two or three per cent, and in the case of small birds as little as one per cent. The writer hopes that these lines will increase the interest taken in the study of birds at home and abroad, and that it will be possible in the future to record higher percentage rates relative to the whereabouts of "ringed" birds.

OUR CROSSWORD PUZZLE.



Horizontal

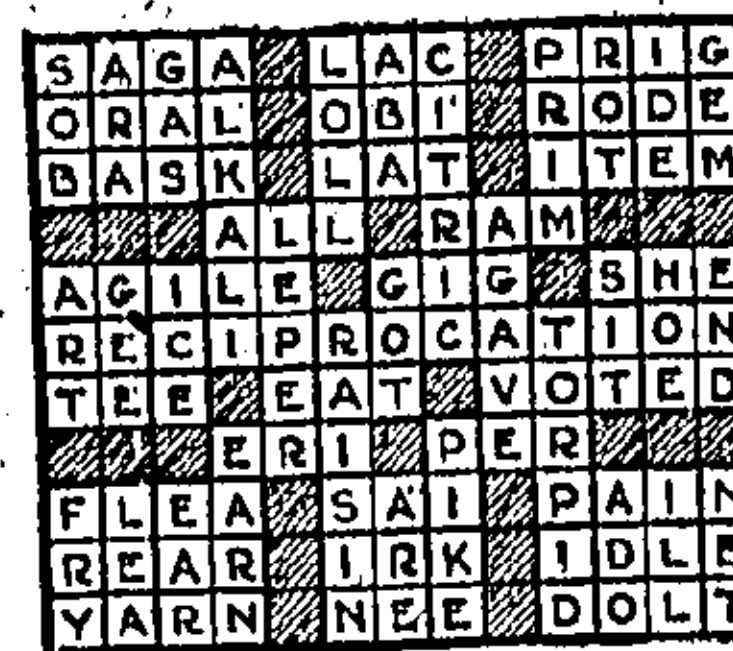
1. What city in Brazil is the centre of the rubber industry?
4. Soft plug.
7. What piece has the least value in chess?
11. Killed.
12. What city was Colonel Lindbergh's goal in his trans-Atlantic flight?
14. Constellation (Lion).
15. Standard of type measure.
16. What games were recently held at Amsterdam?
18. Common size shot (.18).
19. Wages.
20. To place.
22. To prepare for publication.
24. To attempt.
26. A small ravine.
28. Upon.
29. Three-toed sloth.
30. Instrumental for felling trees.
31. 8,14,10.
32. Ovale.
34. Woolly surface of cloth.
36. Bound.
38. Period.
40. To free.
41. Part of verb to be.
43. Not particular; universal.
46. Sun god.
47. To loiter.
49. Coarse cotton cloth.
50. Buzz.
51. Who was our first "secretary of war"?
52. To knock lightly.
53. Collection of accepted facts.

Vertical

1. What is a member of the lowest class at West Point called?
2. To direct a bullet at.
3. Abbreviation for "right."
4. Manner.
5. Coat of mail.

6. To immerse one's self in liquid.
8. Morinda dye.
9. Spider's home.
10. Who invented dynamite?
12. To handle.
13. To drink slowly.
16. Cereal grass.
17. Portion of food rechewed by ruminating animals.
19. Languished.
21. Lukewarm.
23. Female of the fallow deer.
24. What metallic product forms the chief exporting industry of Bolivia?
25. To yelp.
27. Falsehood.
32. Stem.
33. Canine animal.
35. Central part of an amphitheatre.
38. Sesame.
39. Theatrical play.
39. To scatter hay.
40. Battering machine.
42. Male.
44. Mesh of lace.
45. To tear stitches.
46. Old wagon track.
48. To depart.
50. Exclamation of laughter.

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ALPS DISASTER SEQUEL.

A SECOND DEATH: GUIDE HURT.

Geneva, Aug. 19. The Petit Dru drama, which had already resulted in one death, has claimed more victims. It will be remembered, as I reported on Saturday, that French tourists were stranded on a ledge of this peak of the Mont Blanc range, and that a member of a rescue party which went to their aid and could not transport them, but left nearly all their clothes with them, died subsequently in a storm from exposure and cold. Another death and an accident that may prove fatal have now to be recorded. After the failure of first parties to rescue the tourists, owing to storms, other parties set out and eventually found the Frenchmen, one of whom had been dead for two

days. While attempting to climb the precipice on which the victims were lying, a guide, Armand Charlet, slipped owing to fresh snow being frozen and fell 110 feet. He strained and bruised his back-bone and fractured his skull, and now lies in a critical condition in hospital.

One member of the first rescue party, an English doctor who refuses his name, was able to keep alive by injections the companions of the rescue party to which the dead mountaineer, Fallard, belonged.

Stedell, chief of telephones at Langnau, Bern, was descending the F2z Rotondo, when the rock broke away, cutting his rope, and he fell. Attempts to find him were unsuccessful.

There is a cat which insists on accompanying all tourists climbing the Blumalp. It is impossible to make it go back. It knows the way, and is a splendid guide.

By Blosser

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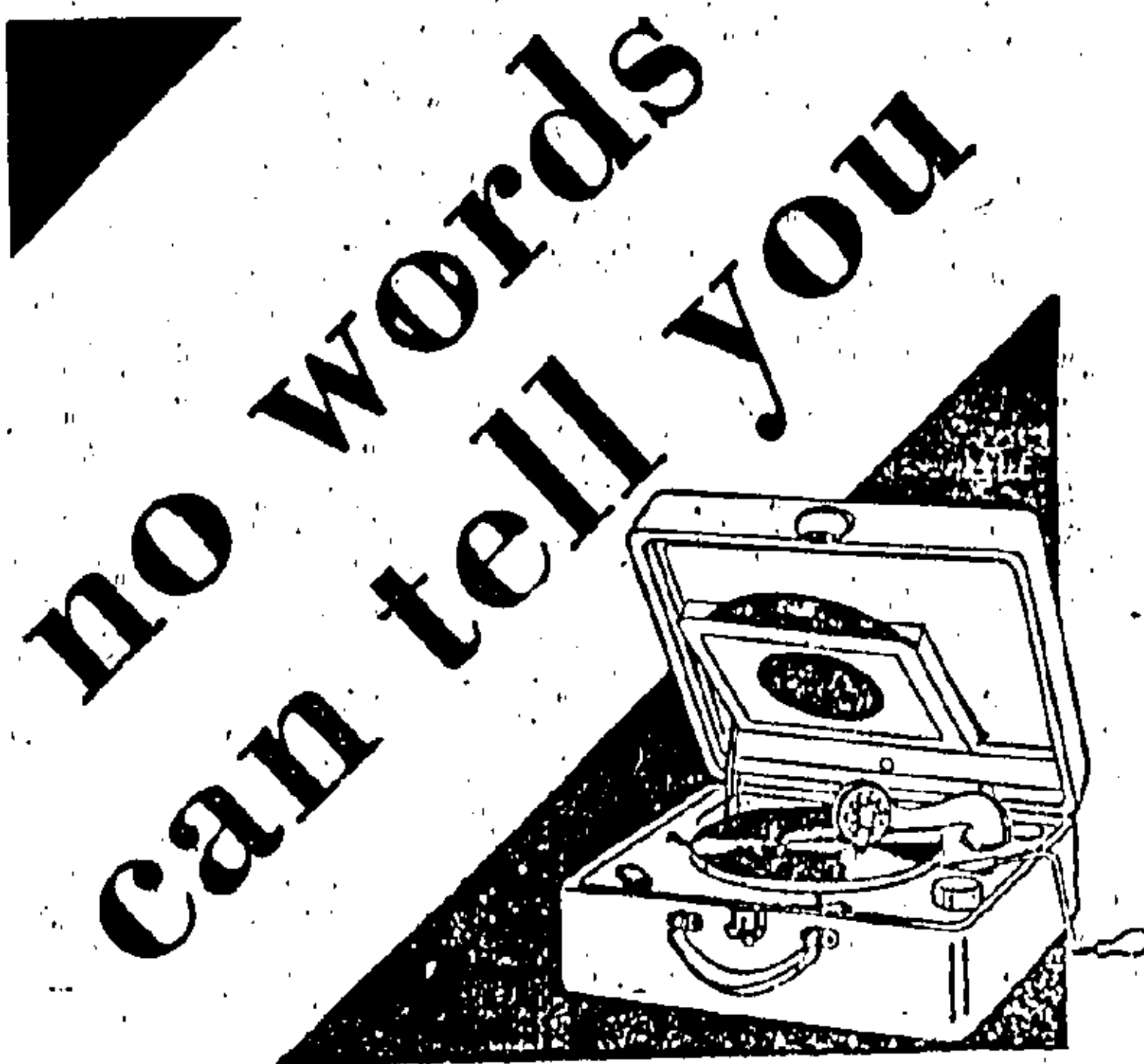
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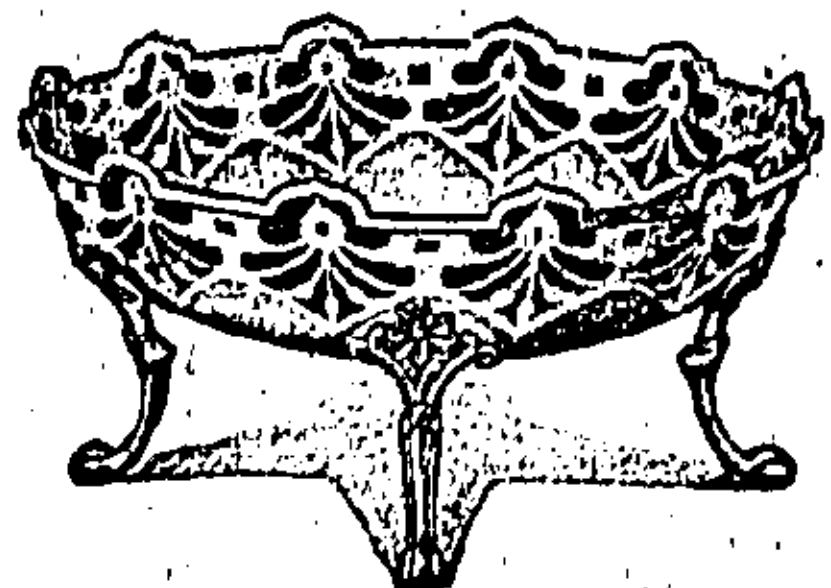
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The Hongkong Telegraph.

SATURDAY, SEPT. 15, 1928.

NOISE AND HEALTH.

Judging from papers to hand, extraordinary public interest is at present being taken at home in the question of noise and its relation to health. Sound, like the poor, we have always had with us, but noise, the irregular and discordant vibrations of the air, is largely a modern development. The mechanization of the world has led to the production of a particularly dangerous type of noise, to which nature, as yet, is by no means accustomed. The problem is a serious one, for it has been established that health is seriously affected by the growing volume of noises associated with present-day civilisation, especially in large towns. Here in Hongkong, where we are all more or less herded together in the relatively small confines of the Colony, we have the same problem to face, but it is for the most part confined to street noises, with practically nothing in the way of disturbances created by industrial works, such as is the case in many urban areas at home. Motor-cars, lorries, buses, motor-cycles, and hawkers—these provide most of the racket which makes Hongkong, to use the words of a recent visitor, one of the noisiest cities in the world.

Professor A. M. Lowe, the eminent scientist, has recently been giving his views on this problem, and they are worth noting. He points out that the full effects of noise on the human body are still not generally realised. When a member of the household is ill, we walk on tip-toe and place straw in the street outside to damp out the noise. But, says Professor Lowe, it is obvious that noise also affects us when we are well. Physical energy is necessary to resist the attack of noise. The attack is only the more dangerous because it is invisible. Experiments have proved that the production of certain sounds can make a man physically ill. A mile walk along a busy thoroughfare produces a feeling of tiredness that cannot be accounted for by physical exercise. It is simply the result of the nerves resisting the numerous noises of the street. People, of course, say that they can get used to noises, but, according to Professor Lowe,

in this very ability of the human frame to acclimatise itself to noises lies the real danger. It is true that the brain can be trained to eliminate unwanted sounds and that after a period the elimination becomes semi-automatic, but, none the less, it absorbs energy. Nature will no doubt in time adjust itself to the new conditions, but that is no reason why every effort should not be made to reduce noises to a minimum. The annual loss to England from noise has been estimated at several millions sterling a year, and the slogan now being used at home is: "Noise Means Waste." If that is so, then Hongkong's efficiency must be seriously affected by the daily distraction caused by unnecessary noises in our business centre. Our laws on the subject are certainly not so thoroughgoing as they might be, and in particular something should be done to prevent the intolerable nuisance created by motor-drivers. "Tooting" is an offence which causes many Chinese to be brought before the Police Magistrate. "Tooting" is much worse so far as the general public is concerned, even if offenders are never proceeded against.

Bachelors in Malaya.

The amusing semi-serious social controversy now raging all over Malaya, with bachelors and married couples ranged on opposite sides, is curiously reminiscent of our recent Femia "scandal." One might almost suggest that benign creature, unable to stand Peaky knees any longer, and having consigned the unrelenting males of the Colony to their rightful place, has spread her wings and migrated south. We should have thought that Malaya, where the card-playing conventions are preserved in all their earnestness, where custom makes demands which keep the mere male in better control, would have suited the lady's constitution, but of course, it is impossible to foresee exactly what effect the change of climate will have. However, the married of Malaya appear to be in a militant mood, the outcry having started in Ipoh and spread to Kuala Lumpur and Singapore. The bachelors are accused of dreadfully bad manners in their failure to return the hospitality which they receive from married people. The attack was launched by "Darling Daisy." She has been warmly supported by some newspaper correspondents though the bachelors are vigorously defending themselves. Shocking examples of Straits "pickers" have been quoted, and there have been some neat answers. One bachelor suggests that the disgruntled lady who led the movement is not so much upset by an alleged abuse of her hospitality as by a lack of responsiveness in her guest, and he enters a strong protest against the men being privileged into more "poodle-faking" just as they are settling down to restoring the sporting prestige of the Premier State. It is a common saying that there are two sides to every question, but this particular one, which is intriguing Malaya appears to be multilateral. Apparently Straits bachelors are expected, by social custom, to entertain married people. The Hongkong young man invariably awaits an invitation. It is, however, safe to presume, no matter in what part of the world the bachelor may be, his object in visiting is not merely to seek hospitality, but to form acquaintances and thus make life a little less monotonous. The average young bachelor would find it totally beyond his means to return the hospitality of all his married friends, and normally, they do not expect it.

EXCHANGE RATES.

	London Sept. 14.
Paris	124.20
New York	4.85 1/16
Brussels	84.90
Geneva	25.20
Amsterdam	12.10
Milan	20.75
Berlin	20.55
Stockholm	18.13
Copenhagen	18.10
Vienna	34.42 1/2
Prague	103 1/4
Helsingfors	102 1/2
Madrid	29.45 1/2
Lisbon	107 1/2
Athens	87 1/2
Bucharest	70 1/2
Bombay	40 1/2
Buenos Aires	5.20 1/2
Shanghai	1/16 1/2
Hongkong	2/7 1/2
Yokohama	1/10 1/2
Silver (spot)	28.7/18
Silver (forward)	28.9/18

—British Wireless.

DAY BY DAY.

GOLD MUST BE BEATEN, AND A CHILD SCOURGED.—Ben Sira.

The Hongkong Government is asking tenders for the purchase of a Priestman grab dredger.

The Gazette contains rules made by the Chief Justice under Section 4 of the Suits' Funds Ordinance, 1896.

Tenders are being invited for the construction of a road bridge at Mile 10 on the Kowloon-Canton Railway.

Tenders are being invited for the erection of a one-storey building for the purposes of a wireless station on the Peak.

His Excellency the Officer Administering the Government has appointed Mr. Walter Richardson Scott to act as his Private Secretary.

About Hong Kong.

Do you know that—

The Hongkong, Canton and Macao Steamboat Company's first steamers were formerly American-owned?

The Company was formed on October 20th, 1865, with a capital of \$750,000. The principal promoters then purchased the popular American steamers Kinsman, Kiakiang and Poyang, White Cloud and Fire Dart from Mr. Douglas Lapraik.

The first Directors were Messrs. P. Framjee, W. Neilson, D. Lapraik and A. Sassoon.

In 1871, the Company bought up two competing steamers, the Spec and the Spark.

Prior to the establishment of this Company, there had been formed, in 1848, the Hongkong and Canton Steam Packet Company, of which the first Directors were Messrs. D. Matheson, A. Campbell, T. D. Neave and F. T. Bush, but this concern did not last more than five years.

It is notified that the Governor-in-Council has authorised a place to be used as a cemetery and to be known as New Kowloon Cemetery No. 3, the piece of land containing approximately 19.7 acres, situated at Cheung Sha Wan.

His Excellency the Governor Administering the Government, the Hon. W. T. Southern, C.M.G., has expressed his intention of being present at the Queen's Theatre to see the famous jungle picture "Chang" at the 5.10 p.m. performance on Tuesday next.

Amongst the passengers who arrived by the President Jefferson were Misses J. and G. Ho Tung, Miss A. Armstrong (Secretary of the U.S. Embassy), Mr. Ho Kung-tong, Mr. Ho Sai-chong, Mr. Ho Sai-man, Mrs. B. A. Proulx, and Mrs. S. E. Allen (representative of a large group of British cotton-spinning companies).

CORRESPONDENCE.

LADY FLIERS.

[To The Editor of Hongkong Telegraph.]

Sir,—I have read with interest the reports in the papers about the proposed Flying Club for Hongkong, but I have seen no mention of Lady Members.

It would be interesting to know if ladies are going to be allowed to become Members, not only Associate Members but Flying Members.

Those responsible for starting the Club surely must have realised that the ladies of Hongkong are just as keen on flying as their sisters at home, and there are over 200 lady Members of the Flying Clubs in England.

Perhaps if you give this publicity an answer will be given—Yours, etc.,

MISS HONGKONG.

Hongkong, Sept. 14th, 1928.

LETTERS FROM HONGKONG.

22.—The Problem—Conclusion.

In my last letter I stated as plainly as possible what are apparently the two points of view as between the Civilians and the Military. I will not attempt to cast any balance between them, partly because they are such definite "points of view," in the influencing of which argument is well nigh powerless; partly because we are all either civilian or military (I think the Navy can be classed with the Army in this matter) and therefore our balance is likely to be biased; but mostly because, as I already hinted in several previous letters, the more I think about it the more it seems to me that the problem is not simply that of Civil versus Military, but a much more general one, to wit, Resident versus Newcomer.

The Civil versus Military problem would be what the mathematicians call a particular case, since soldiers are always turning up in fresh batches, and, for certain temperamental reasons, they generally remain newcomers throughout their stay. The military man has few business dealings with his fellows, he is not a politician even in the municipal sense, and, apart from games and sports, he enters but little into the civilian life of the place, unless the civilian life happens to come his way, which, for reasons already stated, occurs but seldom.

I have written fairly fully about the "griffin complex" in my letter about this species. It will be sufficient here to quote a certain gentleman who has lived in the Colony a matter of twenty-five years, and remembers the days when all the best people owned private rickshaws and the *Telegraph* was housed in a small building paying \$400 a year rent. He said, "I don't want to be bothered with a lot of young chaps; they must put themselves out to make my acquaintance."

As for the new arrival, he is inclined to find the old resident with his roots well in the place, perhaps a trifle mossy. Some of it is the natural view that youth takes of age, the whole world over. But there are also a few well-developed sentiments, such as these expressed from time to time by Mrs. J. who came out with us in the same boat. Mr. B., one of our better-known residents, is a smallish, dark man with scorable instincts but little conversation. Mr. J. says about him, in her soft argumentative voice, "People say he's clever. Of course he must be clever. But then, you know, he is such an ass."

Finally there is a more subtle distinction. In all British communities there are certain strata of society which, for want of a better term, must, at the risk of seeming invidious, be called classes. The danger in the use of the word lies in the fact that it generally implies certain dividing lines which, if they ever existed, are fast becoming dimmed under the democratic influence of a liberal education. What I mean by classes has very little to do with aristocracy, or trade, or knowledge. More than anything else, I think the test lies in conversation. You talk to a man in your own class and he understands what you mean, laughs at the same jokes, and, as likely as not, disagrees cheerfully with your opinions. On what a different footing do we meet some of our acquaintances! That very education which, as I have said, is blurring the edges of the old compartments, grades with a greater nicety these other shades of understanding.

Now these strata, or classes, exist both in civilian and military life; and the reason why we are more affected by them here than elsewhere is undoubtedly one matter of surface capacity. In a large place like England, there is plenty of room for everyone to find his own level in an atmosphere of

molten understanding. Hongkong society is severely restricted. We are thrown very much on our neighbours. I have attempted in some of my letters to introduce certain characters to you, as the only way of making tolerably clear the little sociological differences which make the indulgence of new acquaintanceship sometimes rather a hair-raising event. I think it is fairly evident that for sensitive people, whether military or civilian, the result of one or two experiences of a similar nature might quite well be to induce a certain hesitation, before plunging again too gallantly into the human sea.

Are there any remedies to the trouble? Or, first, are remedies required? Do we want to become better acquainted with these people, whose thought-processes we find it so difficult to understand? Is the learned professor from the University to honour with Captain L., whose sole weekly literature consists of the *Pink-un* and the *News of the World*, or the worthy Major S., who is hard put to it to send enough money home to give a decent education to a promising young family, to assist in the entertainment of the superior Mr. T., who does a little laconic salesmanship in the daytime, drinks innumerable cocktails in the evening, and drives an expensive-looking American car to Repulse Bay on Saturday afternoons?

It is perhaps a little too much to ask, yet at the basis of it all there still remains the question of expediency. Ignorance always breeds suspicion. If nations understood each other's ways, it is often asserted that there would be no wars. A small community like Hongkong is in some sort a unit, whose efficiency, influence in the world, and even the pleasantness of existence therein (a consideration well worth keeping in mind) are largely dependent on the harmonious relations of its different strata. It is a melancholy thought that here, where a few Englishmen are gathered together a very long way from home, there are—there must be—people who would be mutually of interest to each other but who, because of our well-known racial reserve, superimposed on the curious conditions of the problem we have been investigating, never even discover one another.

Fielding, travelling to Lisbon with the dropsy, found his chief concern, not in the discomforts of his ailment, but rather in an occasional lack of someone with whom to converse. We may say that it was one of the signs of his genius to be able to talk equally freely with a bishop or a barmaid; but it is for consideration whether our own restricted range of conversation is not merely a total lack of practice, brought on by lethargy.

That a remedy is desirable is therefore a proposition capable of argument. To decide on, or even to suggest, what that remedy should be, requires a degree of presumption that even the most hardened journalist might well shrink from.

What I have endeavoured to do is to lay the problem as bare as I can, so that we can examine it quietly in its various aspects; and at the same time to introduce you (with, perhaps you will say, more circumspection than tact) to some of the views, characters, and types, of the people to be found here. If what I have said in any way helps us to understand each other better, or even, without trying to understand, to peer around occasionally at our neighbours, to ask ourselves (and them) if we can bring ourselves to it what they are thinking about, and why—well, I feel that we shall, at any rate, have taken a step in the right direction.

ZIM.

GUILLOTINE SCENE.

VICTIMS STRUGGLE WITH EXECUTIONERS.

Rabat, Aug. 23. A thrill ran through the whole of Morocco when, for the first time in that country's history, the guillotine was set up and two heads fell.

Casablanca was the scene of the execution, and long before day-break a large crowd, composed of natives, who had come from all parts of Morocco, assembled around the prison and in the square where the guillotine was erected.

Two Arabs were the victims—Bou Djemaa Ben Ali, who had murdered a Frenchman at Wedzem, and Moktar, the assassin of three members of the Courroux family, in whose employment he was.

The former went to his death with true fatalist stoicism, but Moktar, who was greeted with hostile cries by the crowd, shrieked insults at the President of the Court and struggled with the executioners, who had to put his head by force under the knife.

DEATH FOR INCURABLES.

REPORTED NEW LAW IN CZECHOSLOVAKIA.

Prague, Aug. 23. According to "Cesko Slovo," a supplementary law to the Czechoslovakian criminal code is being prepared which is to permit the putting to death of incurably ill persons.

According to this paper, the new law is to provide that euthanasia may take place after a certificate has been granted by at least two doctors and laymen.

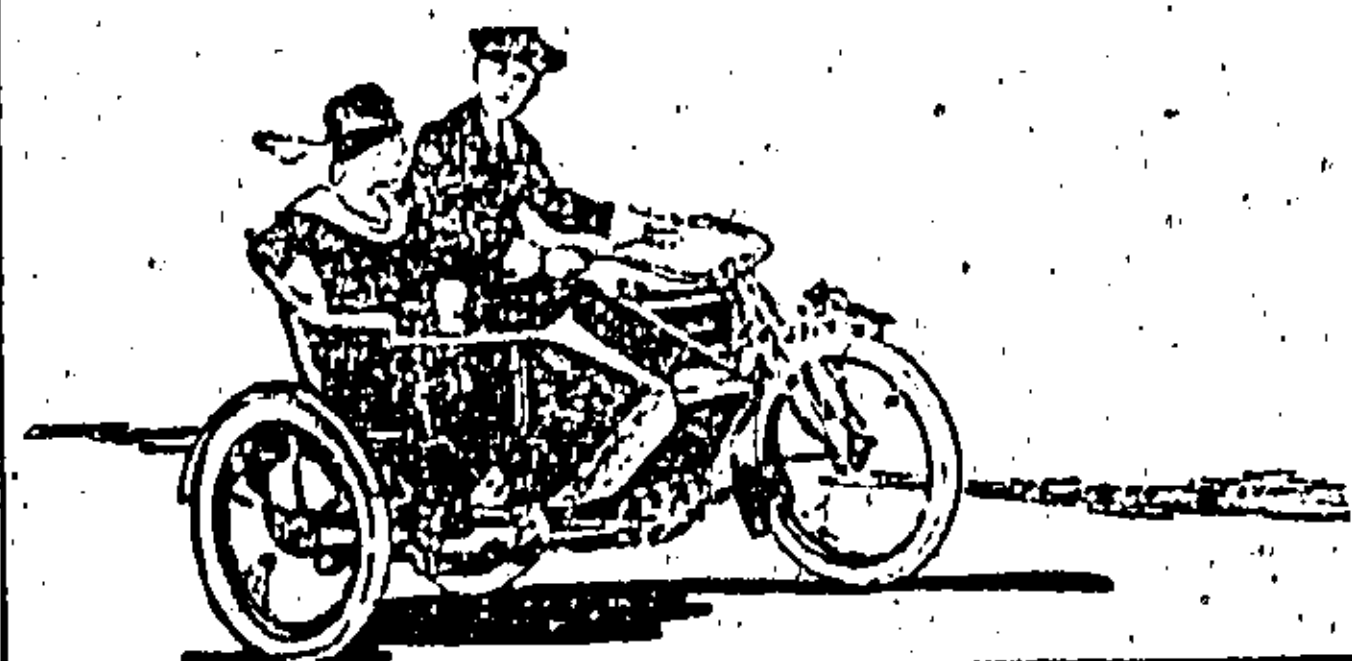
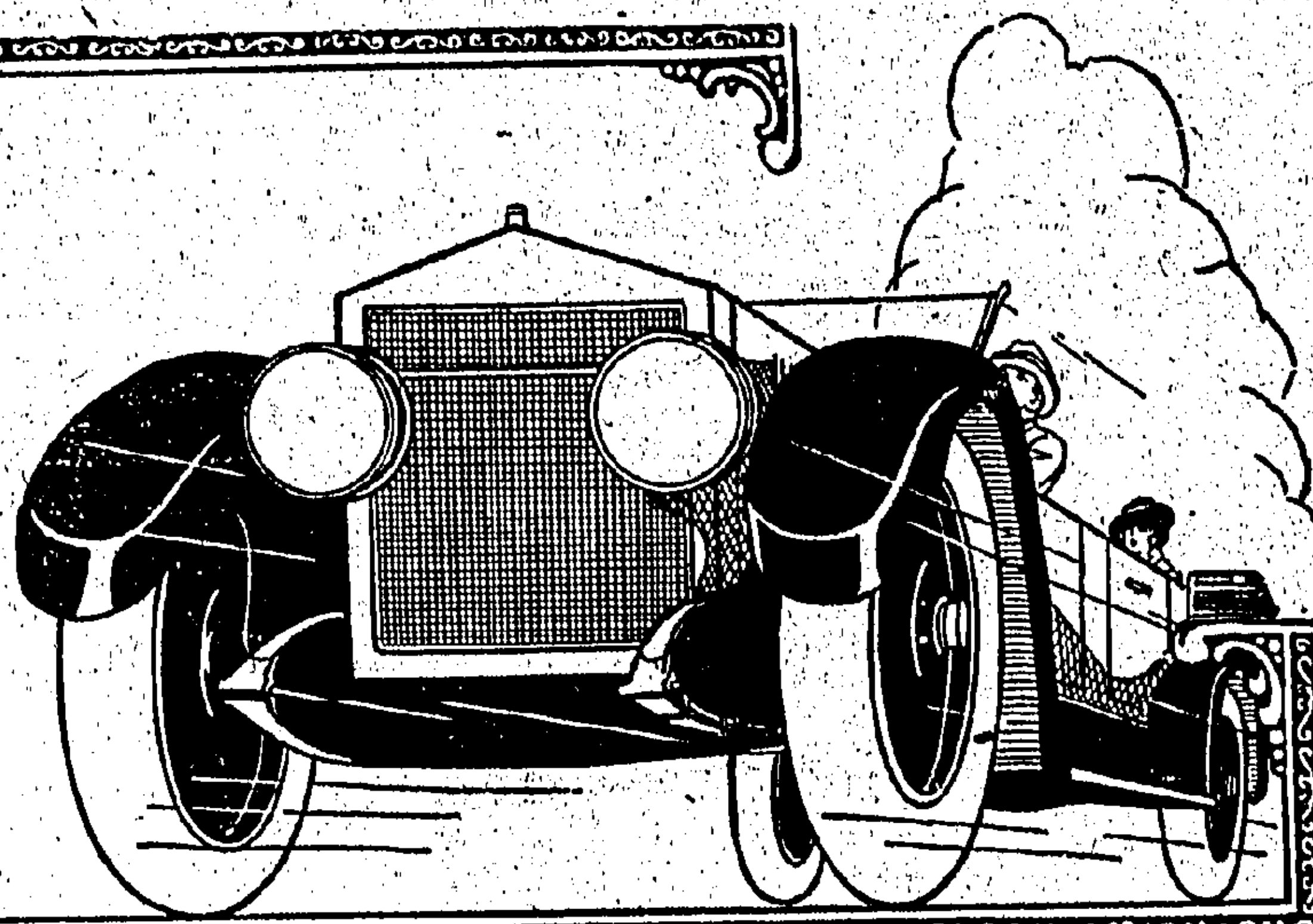
The "Cesko Slovo" states that it learns further that conscious or unconscious abetting of suicide will no longer be penalised. Abortion, the paper continues, is likewise to be permitted when a mother has already had three children, or in other exceptional circumstances.

Divorce is to be granted if one of the parties to the marriage is incurably diseased.

The use of the guillotine has made a profound effect on the population.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 15th SEPTEMBER, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

A Surprising Decision.

It was with the utmost surprise that, on enquiring of the Honorary Secretary of the H.K.A.A. of the progress of the Association's bathing facility proposal for Big Wave Bay, we learnt that the Government had declined to give consent to the scheme. We are not acquainted with the grounds for refusal, although we cannot imagine that any really serious objection can possibly exist. The scheme is an excellent one in every way, and yet, instead of being able to report progress as we had anticipated, we have to inform members of the Association that for some unknown reason, the enterprising proposal put forward by their Committee has been turned down by the Authority concerned.

Illlogical Attitude.

The paucity of accommodation for bathers is fully recognised, as much so that the Government, in response to public criticism, appointed the Bathing Bench Committee, and it is logical to assume that the Committee would wholeheartedly support any desirable and practical suggestion emanating from so responsible a body. Not only that, but the Hongkong Automobile Association has an extremely wide membership, and it is only natural that the Committee should endeavour to provide facilities and privileges for members. The cold refusal to sanction such an eminently desirable project, is, to say the least of it, distinctly disheartening to those gentlemen who give their time endeavouring to make the lot of local motorists more enjoyable.

For Motorists Only.

We do not know whether the scheme is objected to owing to the fact that it caters for motorists only, but it must be pointed out that only those who travel by car can visit the locality selected for the H.K.A.A. scheme. The fact that congestion would be relieved at Repulse Bay is quite a sound argument in favour of Official approval being granted, and not only that, but the provision of increased bathing accommodation at no cost whatever to the Government, is surely a matter which should receive every encouragement.

Club Privileges.

The Hongkong Automobile Association does not actually need club premises, but the proposal to provide a meeting place for members in the form of bathing matchsheds, at a beach which the non-motorist cannot visit on account of the distance, is, in our opinion, most excellent enterprise, and as such, should be enthusiastically supported. We can only imagine that the matter was not given really serious consideration, otherwise there could be no genuine objection raised. It is to be hoped that the H.K.A.A. will re-open the question with the Government, and that upon reconsideration, the scheme will be sanctioned in time for the erection of the proposed accommodation in time for next year's bathing season.

North Point.

Much unnecessary obstruction is caused by motor vehicles in the vicinity of the bathing beach, cars parking on the Shaukiwan Road without any thought for other motorists. If the roadway is to be used for parking purposes, one line of cars could not be objected to, but sometimes a double line of waiting vehicles makes the thoroughfare impassable when a tramcar is nearby. There is ample room for the provision of a stipulated parking place, and much annoyance would be eliminated were a definite plan evolved.

Dangerous Corner.

We would like to draw attention to the dangerous corner at the junction of Ice House Street and Lower Albert Road, near the Dairy Farm Company's premises. It is one of the most dangerous corners in the Colony, and as it is extensively used by motor traffic, some effort should be made to lessen the risk run by motorists and pedestrians alike. Many accidents have been recorded there, and several people injured. It is not uncommon to see the railings damaged, obviously due to a vehicle colliding with them, and unless an improvement can be effected, many more mishaps will be recorded in the future. The ideal improvement would be to widen the corner by taking away part of the high ground, but in the meantime, some immediate relief might be obtained were white lines laid down.

Lower Tram Station.

Many have been the complaints in the past concerning the danger and annoyance caused outside the lower Tram Station, through cars stopping at the entrance in order to allow passengers to alight. The road is quite narrow at this point, and drivers of cars descending have their view of up-coming traffic obstructed by the stationary cars at the station. It is recognised that in order to remedy this state of affairs, considerable work would have to be undertaken, and the matter has therefore been under consideration for some time. The H.K.A.A. has also drawn attention to the danger, and we are now informed by the Honorary Secretary that the various Government Departments concerned, have arrived at a solution to the problem, and that the necessary work will shortly be put in hand. The footpath below the station will be set back some considerable distance, thus allowing cars to draw in from the main flow of traffic, thereby removing the existing cause of obstruction. When completed, the scheme will bring about a great improvement.

A Valuable Work.

From the Standard Oil Company of New York, we have received a most useful handbook entitled "Know Your Car." Profusely illustrated, and containing a fund of information, this valuable work should be appreciated by motorists.

Successful Appeal.

At the Leicester Borough Sessions recently held, a motorist, supported by the Automobile Association, successfully appealed against a conviction by the Leicester Bench for dangerous driving, in respect of which he was fined £2 and costs and, in addition, his licence was endorsed and suspended for six months.

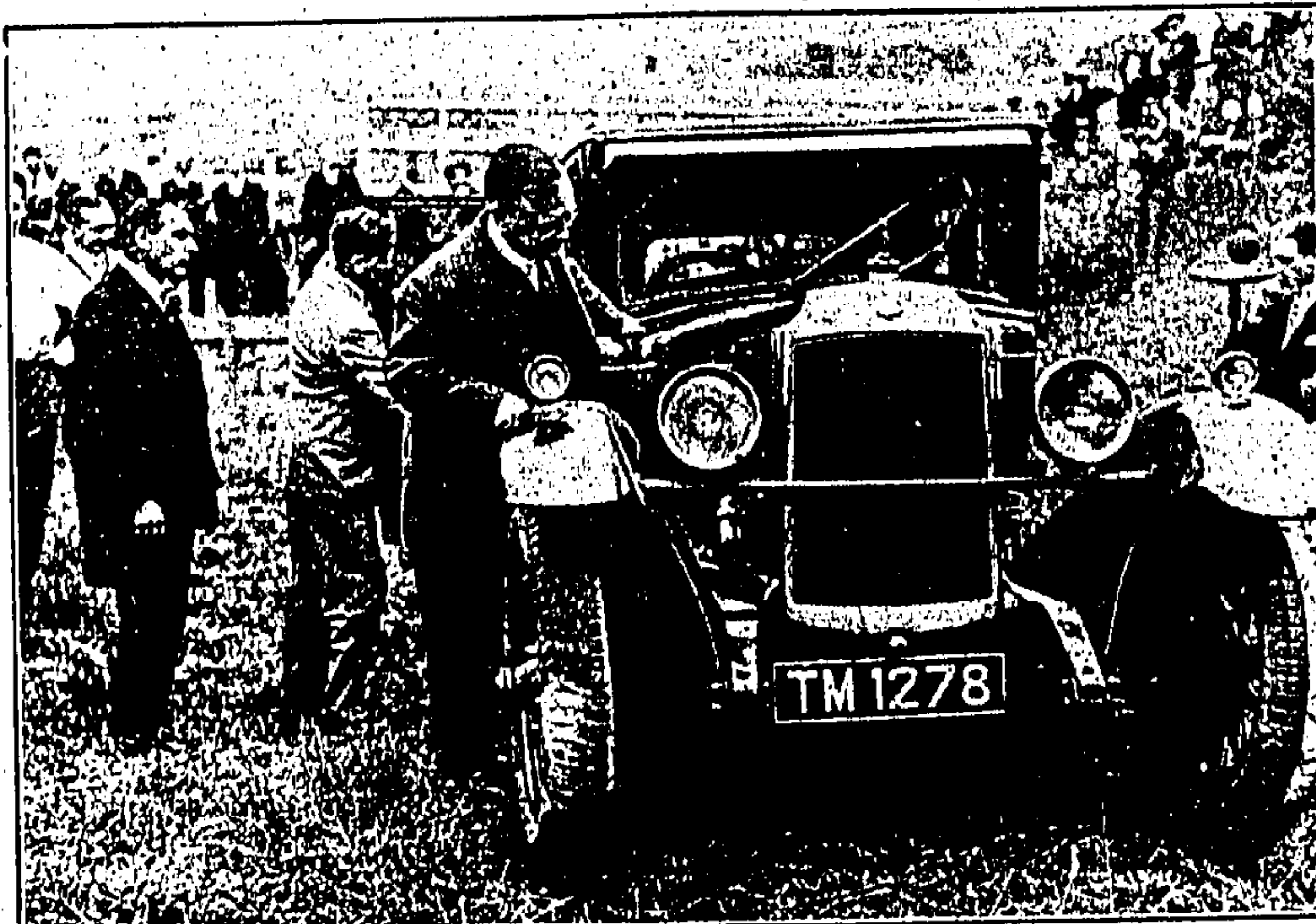
The case for the prosecution was that defendant, in passing a moving tramcar on the near-side, knocked over a cyclist, but at the hearing of the appeal it was proved that there was a distance of 13-14 feet between the near-side tram rail and the kerb, close to which the cyclist was riding, that warning of approach was given, and that the sentencing of the cyclist, fortunately without personal injury, was due entirely to an outward swerve of several feet by the rider when being overtaken.

In the circumstances the conviction was quashed.

The question the fair-minded citizen naturally asks is: Was all this evidence produced before the Leicester Bench, and if it was and they ignored it, did some high legal dignitary make appropriate comments to the magistrates concerned? It is monstrous that any citizen's time should be wasted with perfectly puerile proceedings, and that the effort, time and money involved in an appeal should be necessary to put right such a very simple case.

VAUXHALL CAR FOR OVERSEAS.

Severe Tests Before Distinguished Gathering at Luton.
CABINET MINISTER'S TRIBUTE.



The Rt. Hon. L. M. Amery, M. P. Secretary of State for Dominion Affairs, examining the engine of the Vauxhall after its fall over the bank.

A steep hill-side in Bedfordshire, England, full of sharp declivities and overgrown with shrubs and tall grass, was the scene on Monday, July 16th last, of the most remarkable motor car test ever witnessed. The purpose of the test was to demonstrate to a number of distinguished spectators, headed by the Rt. Hon. L. S. Amery, M.P., Secretary of State for Dominion Affairs, the immense strength, and the suitability for all conditions encountered overseas of the new Vauxhall 20-60 h.p. six cylinder model—the first British quality car designed and built for use equally on the luxury roads at home and any part of the world where roads may be good, bad or non-existent.

Some 120 people, guests of the Vauxhall Company assembled on the rough hill-side adjoining the works and watched with breathless excitement the astonishing performances of this handsome saloon car which all agreed, from its elegant design and finish, would seem to be in its natural element in the fashionable parade of Hyde Park rather than the rough and tumble conditions of loose stone and chalk with irregular switchback gradients culminating in a cornfield on the sky-line.

Mr. Amery, who drove back to the Works in the car after it had been purposely tipped over a 20 ft. bank, voiced the feelings of all present when he said, at lunch afterwards, "We have just witnessed a very remarkable performance."

In proving this car to be able to withstand any rough usage to which it could be subjected, Messrs. Vauxhall Motors Ltd., gave the most effective reply to the criticism often levelled at the British motor car manufacturer that he persist in neglecting the rich overseas market by an apparent unwillingness to design and build the type of car which overseas buyers demand. Three years ago this Company decided to overcome the chief obstacle, by disregarding the restriction which taxation at home, on an artificial horse-power basis, imposed upon engine design. This bold course, which events already have fully justified, enabled them to perfect

a Vauxhall medium-powered six-cylinder car which is ideal for luxury travel in England and yet able to stand up to any conditions abroad.

Prior to the demonstration at Luton the Vauxhall 20-60 had triumphantly emerged from tests of 6,000 miles each in the Balkans and in South Africa, but it was the desire of the manufacturers to give first-hand proof, at a rendezvous within easy reach of London that the great claims made for this car were more than justified under trials of the most severe character it was possible to devise.

This is what the car did in full view of the assembly on the miniature mountain at Luton.

1. Climbed a very rough chalk-and-stone gradient of 1 in 2½.



The car in the course of its double somersault over a precipitous bank as a supreme test of strength.

2. Traversed a similarly precipitous descent, followed immediately by the rough ups-and-downs of the hill-side.

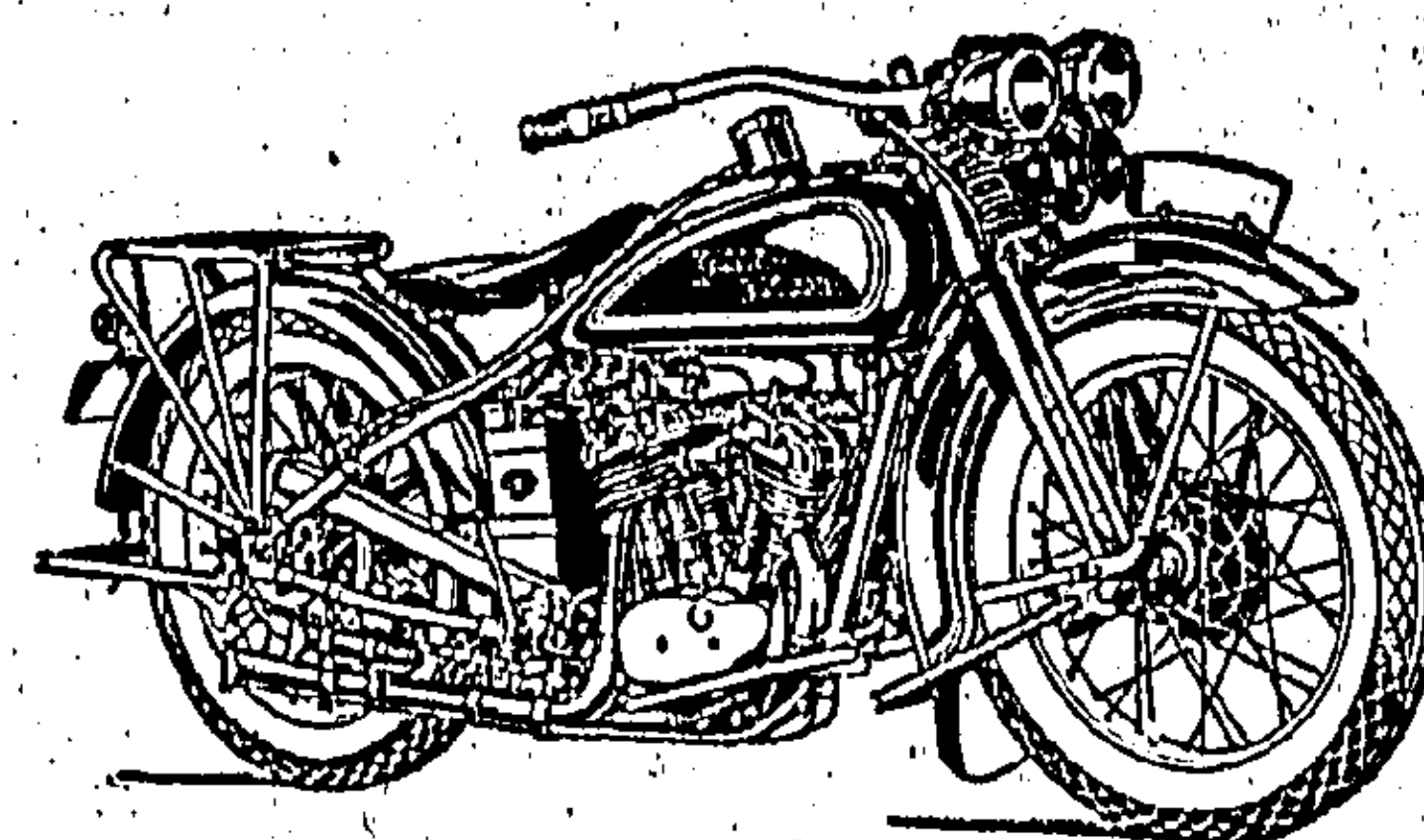
3. Proceeded onward over humps and troughs, mowing down grass and shrubs and overcoming every obstacle in its way up an incline of an average gradient of 1 in 4. Ease of control was shown in descending this gradient ending with declivity of 1 in 2½.

4. The car then climbed a

short bank similar to what might have to be negotiated on a colonial road after a "wash-out."

5. The supreme test of strength. Mr. A. J. Hancock, Works Manager, and incredibly fine driver, brought the car to the edge of a steep 20-ft. bank. After the petrol had been turned off as a precaution against fire, and the battery plugged in order to prevent spilt acid from damaging the upholstery, a body of workmen toppled the car over the bank. It turned two complete somersaults, righted itself and came to rest practically as if nothing had happened, in upright position on its wheels, ready to be driven off.

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A NEW WONDERFUL 45 TWIN.

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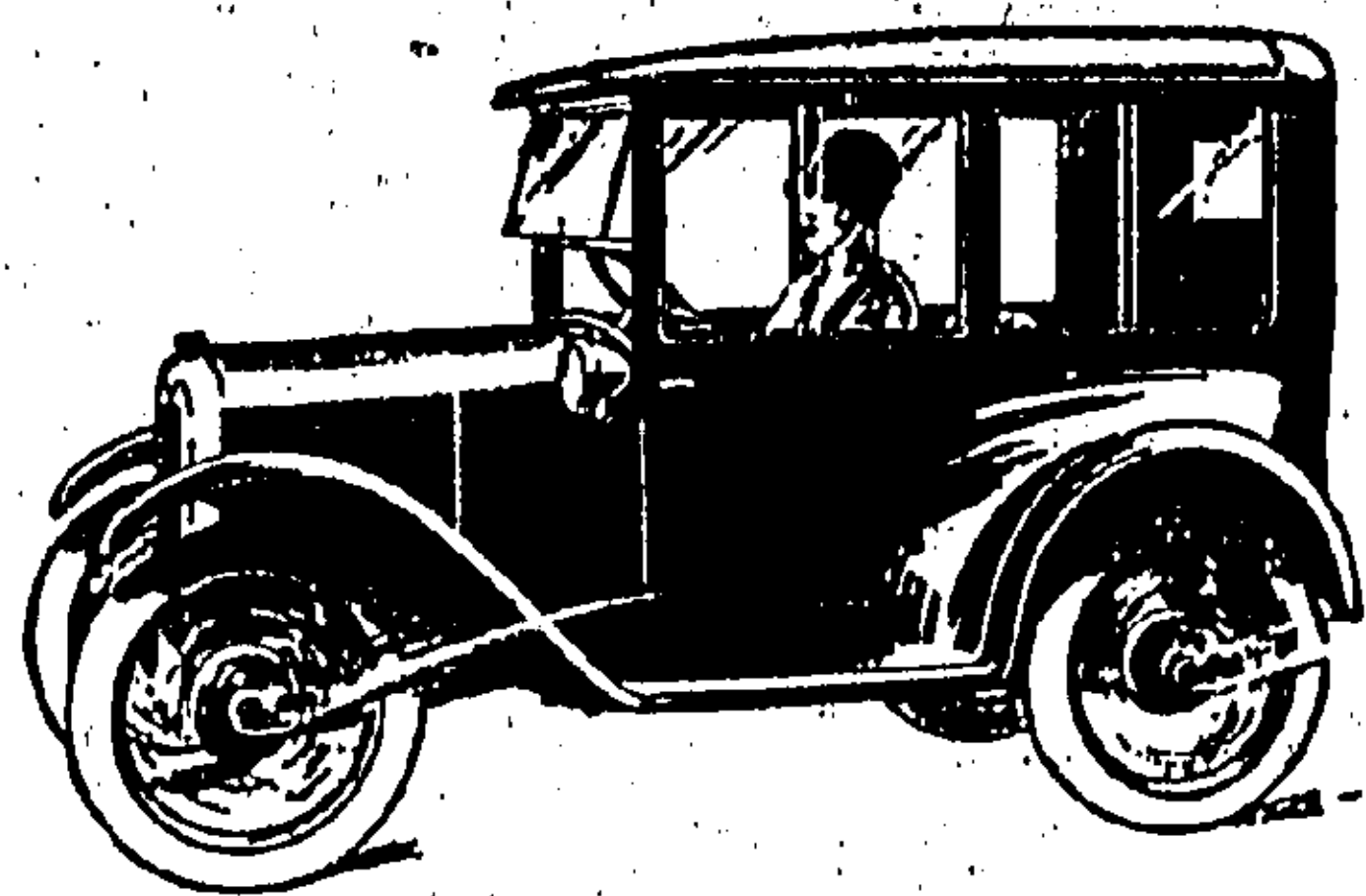
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WHAT OF THE FUTURE?

Developments Pending in Car Design.

Present-day car construction has reached such a high degree of perfection that it is almost impossible to imagine we have attained something like finality of design. Undoubtedly the average man buying a car for the first time tells himself that he is purchasing something which will not be out of date in two or three years' time, and which consequently will not lose its value.

Certainly it would be foolish for any prospective motorist to defer the purchase of a car because of impending technical developments, but it is, nevertheless, a fact that just as much experimental work is being carried on at the present moment as at any period in the history of motoring, and that changes and improvements are certain to come.

One of the leading European engineers remarked the other day: "It is one of the charms of our industry that it has not yet become standardized and stereotyped. We have no sooner produced what we consider to be a perfect motor car than we see means of making a better machine, and we know that even that better car will be surpassed by a still better."

Easy to Prophecy.

The more perfect a product has been made, obviously the more difficult it is to improve it, and also the more difficult to get engineers to adopt improvements when they are suggested. It is this which gives an apparent fixity to present-day design, but that fixity is more apparent than real.

It is quite an easy task to let one's imagination run wild in depicting the type of car some of us will be driving in twenty years' time, for the probabilities are that when this period has elapsed our prophecy will have long been forgotten. But, avoiding the realms of imagination, and prying into the

mind of men who are working on present-day problems, we find a wealth of new material almost ready to be offered to the critical judgment of the public.

Free-wheel devices look as if they would find favour at a very early date, and yet the idea is by no means new. One engineer claims that he built a free-wheel motor car in 1904, and several were timidly placed on the market just after the War. Motorists feared that the loss of the engine as a brake would be dangerous, but so great is the progress made in braking during the last few years that this objection is insignificant in face of such advantages as greater silence, reduced wear and tear, lower petrol and oil consumption, and easier gear changing.

Possibly we shall overcome the bugbear of gear changing by means of automatic transmissions, which provide the correct ratio for all road conditions. Several of these have been produced and are in the hands of the engineers of leading car manufacturers, but it is not to be expected that such a revolution in change will be adopted without a reasonable assurance that it will be a permanent success. If an automatic transmission is difficult to perfect, devices which simplify gear changing are less arduous problems, and as a consequence have attracted the attention of engineering brains with fairly satisfactory results.

Promising Lines of Development.

The public is asking for greater comfort, and an effort is being made to provide it by independently sprung wheels. Some of these have proved very successful, but, as in many fields of activity, improvement in one direction is sometimes acquired at the expense of convenience or efficiency in another.

Much thought is being given to front wheel drives which, by free-

ing the whole of the rear of the chassis of machinery, give wonder ful facilities to the body-builder, and enable the floor of the car to be brought very much lower. Unfortunately for this particular development, all the tendency of late has been towards six-and-eight-cylinder engines, and when these long power plants have to be pushed back to allow a gear box and a clutch to be put in front of them, the space available for bodywork is appreciably shortened. The solution would appear to be a short V-type engine, and it is undoubtedly the overall length problem more than anything else which has retarded the general adoption of what is admittedly an interesting development.

We may be really enthusiastic motorists, but as a class we seem to have less and less inclination for the dirty tinkering jobs of yore, and when we have engines, gear boxes, and rear axles which are perfectly lubricated without any attention on our part, we naturally object to have to oil or grease chassis details.

It will be agreed that the engine is the most perfect part of the motor car, and immediate radical changes in this unit appear unlikely. Thought is being given to the Diesel type of heavy oil engine, with its greater thermal efficiency and its cheap fuel. These engines are introducing themselves by the back door, as it were, being used for stationary work, boats, and lorries. They are no longer the immensely heavy, slow-running, inflexible engines of a few years ago. Some of them weigh no more than a petrol engine, and they have attained the comparatively high speed of 1,800 revolutions a minute. Possibly they will make their appearance on passenger cars within a couple of years, but their invasion is not likely to be sudden.

Two Stroke Losing Ground.

The two stroke engine has somewhat lost ground, and yet it has much to recommend it in the matter of simplicity. One development of real interest is the two-crankshaft, double-piston, two-stroke engine, one of the pistons uncovering the intake port and the other the exhaust port. With a supercharger such an engine offers wonderful possibilities.

Perhaps we shall hear more of steam cooling in place of water cooling, for by this device the cylinders are kept at a constant temperature, winter and summer; a very small amount of water is carried, and there is very little danger of leaks.

Body construction is much less of a technical problem than a gauging of public taste and desire. The efforts of a technical staff, however, will be directed towards the luggage-carrying problem, and the tendency is to treat the car and its attendant luggage as a whole, and not to build the body first and tie the luggage on afterwards. By looking at the matter in this way the general outline of cars, and particularly of closed models, may be changed.

The saving of weight is an old problem which will ever be with us. Efforts are not being relaxed, but progress is necessarily slow, and motorists are hardly ever aware that year by year they are carrying a little less dead weight around with them. It ought to be a real satisfaction to every motorist to realize that, while he has a most wonderfully efficient piece of machinery at his disposal, fertile brains are at work trying to make the future car still more marvellous.

MECHANICAL FACTS.

Source of Nash Power.

"The seven-bearing motor which powers all standard six models endows Nash cars with a wonderful performance ability," says Mr. D'Arcy Jones, of Messrs. Willfords, Ltd.

"The large bore has materially increased the horse-power. Large crankshaft bearings have brought greater smoothness and longer motor life. Three compression rings are used instead of two, which is usual on most, and a fourth oil regulating ring is specially drilled to provide for the return of surplus oil to the crankcase. All four of these piston rings are placed above the piston pin, an advanced engineering practice which assures greater compression and prevents surplus oil from entering the combustion chamber."

New Insulation.

A new insulating material for use in the manufacture of spark plugs has been produced by a London chemist. It is grey, and combines the properties of carborundum and porcelain, and is so hard that it will turn a knife edge and polish a file.

In manufacture, it is fired at a temperature of 1800 degrees Centigrade, and a sheet 1-16th of an inch thick withstands the flow of current of 580 volts.



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NATIONAL SERIES "A B" PASSENGER.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 35 at 2,200 Revolutions.
Piston Displacement 170.9 Cubic Inch. Wheel-Base 107 Inches.
Speed 50 M.P.H.

Model	Net Weight	P. O. B. Factory Price	Extras	Packing and Delivery	Net Hongkong Price
Roadster	2-pass. 2,008 lbs.	G\$495	G\$54	G\$210	G\$759
Tourer	5-pass. 2,056 lbs.	485	57	210	765
Couach (2 door)	5-pass. 2,316 lbs.	585	40	265	890
Coupe	2-pass. 2,176 lbs.	595	40	265	900
Sedan	5-pass. 2,396 lbs.	675	40	265	980
Cabriolet	4-pass. 2,276 lbs.	695	40	265	1,000
Landau Sedan	5-pass. 2,396 lbs.	715	40	265	1,020

Hongkong Price includes spare rim, Tire & Tube, Bumper, bulb Horn, Right Hand Drive.

NATIONAL SERIES "A B" COMMERCIAL.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 35 at 2,200 Revolutions.
Piston Displacement 170.9 Cubic Inch. Wheel-Base 107 Inches.
Speed 45 M.P.H.

Half Ton Chassis	1,615 lbs.	G\$375	G\$20	G\$155	G\$550
Half Ton Chassis and Cab No. 360	2,015 "	490	20	215	725
Cab Top Express Truck	128 2,280 "	530	20	240	790
Screen Express Truck	103 2,705 "	570	20	265	855
Combination Truck	104 2,530 "	580	20	265	865
Panel Express Truck	205 2,255 "	600	20	250	870
Eight Passenger Bus	34 2,205 "	615	20	255	890

Hongkong Price includes spare rim, Tire and Tube, Right Hand Drive.

CAPITOL SERIES "L O" UTILITY.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 31 at 2,200 Revolutions.
Piston Displacement 170.9 Cubic Inch. Wheel-Base 124 Inches.

One Ton Chassis	2,130 lbs.	G\$520	G\$45	G\$165	G\$730
1½ Ton Chassis	2,230 lbs.	520	115	165	800
1½ Ton (146") Chassis	2,410 lbs.	520	215	185	920

Hongkong Price includes spare rim, Tire and Tube and 4 fenders.

EXTRA FOR BODIES MOUNTED ON 124" CHASSIS.

Sedan Cab	No. 506	400 lbs.	G\$ 85	G\$30	G\$ 65	G\$180
Cab Top Body	No. 328	775 lbs.	175	30	115	320
Screen Body	No. 303	950 lbs.	235	30	145	410
Combination	No. 303	1,000 lbs.	250	30	145	425
Panel Body	No. 405	800 lbs.	270	30	125	425
12 Pass. Bus	No. 39	775 lbs.	305	—	130	435

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UNDER official supervision of the American Automobile Association... a strictly stock model Erskine Six Club Sedan, fully equipped as you will see its twin brother here today, raced 1000 miles in 984 minutes! No other stock model automobile selling near the Erskine's low price, ever equalled this officially certified record.

Such championship performance in this Studebaker-built car is not the result of happenstance. The Erskine Six was created by the same engineering genius responsible for The Studebaker

Commander—the World's Champion automobile. Last year Erskine Six test cars were driven more than a quarter of a million miles by Studebaker engineers seeking ways to improve its already superior performance.

No wonder Studebaker can warrant each Erskine Six against mechanical defects for 12 months! With such championship performance at such remarkably low price, it is not surprising that Erskine Six sales are setting new high marks. See this champion Erskine Six Club Sedan here today.

A Car for Every Purse and Every Taste
Studebaker builds four great lines of cars—The President, The Commander, The World's Champion Club, The Director and The Erskine. Each offers championship performance and high value. Each is backed by Studebaker's 12-month guarantee.

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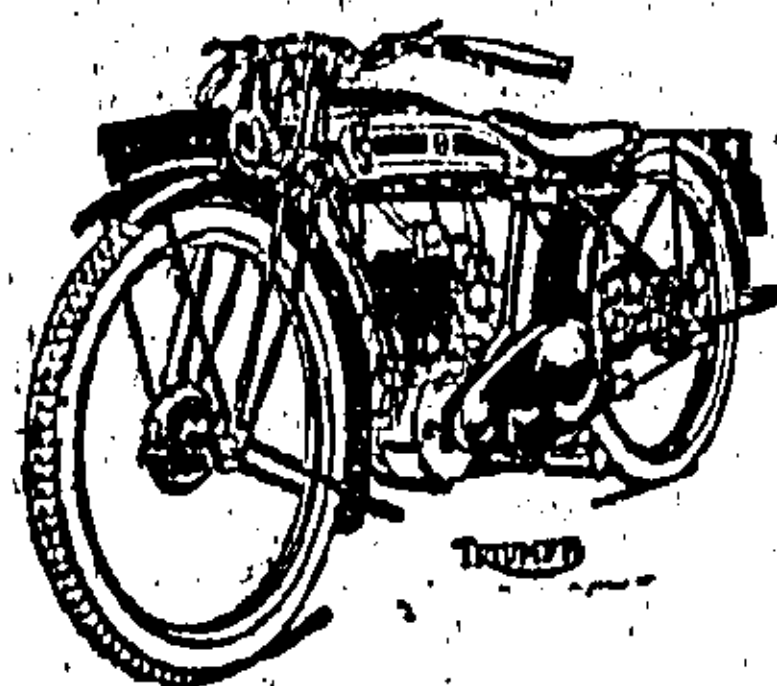
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Hon. Secretary.

O/o "Hongkong Telegraph"

NOTICE

TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

Cycle-Taxis Fail.

Motor-cycle taxis which have been running in Berlin (Germany) for some years have been withdrawn from use.

They were popular because of their cheaper tariff, though the covered side-car only seated one passenger; but the controlling company announced that the cost of repairs was so great that operating costs were higher than income.

TWO OR FOUR-SEATER?

Views by Three Well-known Writers.

(By G. J. F. Keeling.)

By the terms two-seater and four-seater one instinctively understands that a car of the type is what loosely called a "touring car" is implied. My own tastes incline every time to the opposite type, the sports car; though, in these enlightened days, practically all the best sporting cars are built with really comfortable touring type multi-passenger bodies.

Why do I prefer a sports car? Because, in the first place, I am enthusiastic about my cars, and like to keep them in the best tune and condition. Undoubtedly, a car of the sports type repays constant attention in a whole-hearted manner, and, indeed, loses much of its good performance without it, whereas a touring car is always comparatively sluggish, whether in tune or not.

Besides, I have not yet lost my love of going quickly—at the right time and place—and ultra-quick acceleration on the gears gives me very real pleasure. A touring car which ambles along all day on top gear frankly bores me. Any car can pilot that type of vehicle, but it takes a sports car to teach one how to drive and how to get the very best out of a car.

I make no claims to be a good driver, but I do like having to try my hardest always. A stodgy touring car always has the same effect on me as playing games with someone who is even more of a rabbit than I am. In both cases I find it something of an effort to try.

Three Seats the Ideal. And now as to body. I am a bachelor, so I do not need to take a large number of seats about with me. At the same time, there are occasions when one wants to give somebody a lift, and then a two-seater is rather small. In my own particular case, then, a sporting three-seater seems to meet the bill exactly. For the third seat would normally accommodate quite an appreciable quantity of luggage within the body, and though capable of seating a third person on occasion it would presumably be not too luxurious, thus serving the double purpose of discouraging importunate life-caddies, and not really mattering if luggage were piled on it! Nothing is more annoying than to be for ever worrying about possible damage to the upholstery.

Moreover, a three-seater body can be made very pretty, and a good sports car deserves a good-looking body.

(BY H. MASSAC BUIST.)

A small engined two-seater car can give me to-day as much seating capacity as the sufficient accommodation I have had on standard examples of the largest scales of vehicles. In the case of my standardized design the weight is distributed where it should be, well between the two axles. Such a car is alert on the hills, excellent as to braking, roadworthy on good and broken surfaces alike, and uncommon handy for threading a way through narrow, tortuous country lanes to enjoy one of the greatest attractions of motoring—exploring byways.

I have often done this with the most luxurious and powerful car, but they are not comparably as convenient for the purpose, and therefore one does not enjoy the quest as much.

Such a car as I own is a proper all-weather type. In spite of the claims advanced on behalf of one-man hoods on machines having four and five seats, there is nothing in this kind so easy to raise, or lower, as the hood of a two-seater. I like to motor without physical exercise, which I seek for health by other means.

The Luggage Problem Solved.

The luggage problem is solved by the mere lightness of the car, which renders it undesirable to have a grid of generous accommodation projecting from the rear. The frame is not designed for that. Therefore, I have a grid attached by four finger-tight butterfly nuts and set up on the closed boot. In two minutes I can secure two large cabin trunks on it. Yet neither water nor mud can get under, or into, this generous provision for personal luggage, which is simply wrapped in a sheet of waterproofed canvas, procured from a trunkmaker for 30s. Therefore the trunks are free from damp, dust and dirt. Neither I, nor servants, have to stoop to put this luggage aboard the car or to take it off I have merely to adjust three strap buckles. The load is where the weight ought to be as regards cornering and so forth when touring.

For a Specific Purpose.

But I do not make the usual mistake of buying a two-seater car and using it as a three, or four-seater. I am writing of motoring entirely for my wife's and my own convenience, to which end I buy a car to be used only for the purpose for which it is designed. Whatever one's combination of needs, that in the only way to get the utmost satisfaction. I like handiness, liveliness, and reliability.

(BY H. C. LAFONE.)

What a problem! When I had to solve it just 20 years ago, I plumped

without a moment's hesitation for the two-seater. Why? Because, for all practical purposes, there were then only two people in the world, and they had in mind a motoring honeymoon. To-day my answer to the question is just as unhesitatingly—the four-seater. Why?

The four-seater is the family man's car (I am assuming that he can keep only one); it is the weak-mindedly good-natured man's car, for in it he can give friends a lift and keep them as "friends"; and it is the lazy man's car, because into the back compartment he can fling luggage, picnic cases, golf clubs, guns, cricket bats, rackets, and/or fishing rods until the rear cockpit is filled to door-top level, and even higher if the side curtains are erected and the lighter impediments are given the seats of honour of the summit of the mountain.

Many a time, in days gone by, has the safety of my smaller impediments depended precariously upon the tenacity of a side-curtain's turn-button, or upon a string tying one door handle firmly to its opposite number to prevent one door flying open upon the stress of internal pressure.

Of course, one cannot be quite so casual if there are more than two travellers in the party. A certain modicum of attention to the stowage of kit is desirable if a rich relative is to occupy one of the back seats. The absent-minded owner may so easily bury the rear passenger under an avalanche of suit cases, and where he or she is short-tempered or brittle, this is a contretemps to be avoided.

The Question of Expense.

One hears it said that the four-seater is far more expensive to run

SPREADING ROADS.

Traffic Demands Width.

RECONSTRUCTION NECESSARY.

How the need of wider roadways for greater volume of traffic is being met in New York State (U.S.A.) is shown in a comparison of total figures for highway construction in that State.

At one time the percentage of reconstruction work in a year's highway programme was about 20. Now, reconstruction work forms nearer 60 per cent. of the total. Of the 700 miles planned for 1928, about 375 miles will be reconstructed, and about 325 miles new construction.

than the two-seater. Well, my own experience does not confirm this. The actual running expenses seem to me to be about the same; where people go wrong is in confusing with the cost of running those extraneous charges that include meals for four or five, with tips "according" to theatre tickets, and the like.

If the possession of a four-seater inflates the poor man with an urge invariably to pay all the expenses of all his passengers, he had better aim lower—at the two-seater; but if the idea of a "Dutch treat" is not repugnant to his finer feelings, he may carry on with the assurance that the running of his car will not appreciably add to the inevitable shock that will be his when he receives his income tax demand.—"Auto Car."

THERE WERE COMPENSATIONS.

We sneered at old one-lungers, With engines loud as bangers, And giggled as they wriggled creakily, exuding smoke; We scoffed at four-horse-power, Flat out at ten per hour, Those stolid and heroic pioneers which seemed a joke.

Yet, spite our coaches cosy, Our cushions fat and doxy, The tangle and the jangle of the traffic rends our wits; Our forebears took it easy, Though cars were cold and breezy, The tramless streets were jamless And no cops tore them to bits. When motors fell asunder,

And drivers out and under, Though ribald at their plebeian clothes, the policeman pushed them home— But now—its: "Hoy! No parking!" And angry klaxons barking. They never knew such clever traps as dirty traffic domes.

We sweep along at forty, They managed twelve—if sporty, And horses from their carcases swift departed, breathing fright, We fit a horn that bellows, To forge amongst our fellows, But jays in other days stood on the kerb to see the sight. Sydney Sun.

They ALWAYS Run Right When We Overhaul 'em



IF you've given your CAR some hard usage, all the more reason to let us give it a thorough overhaul.

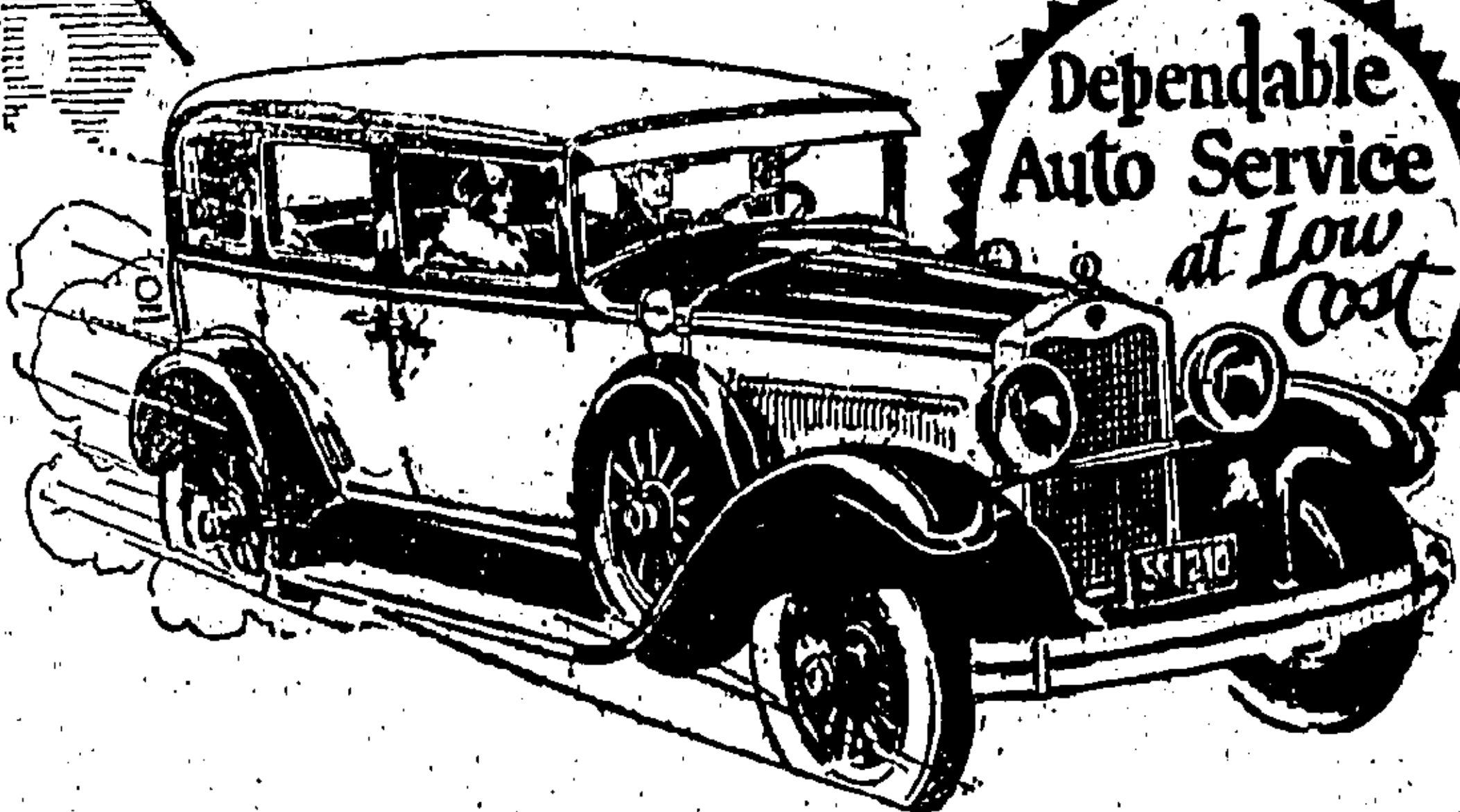
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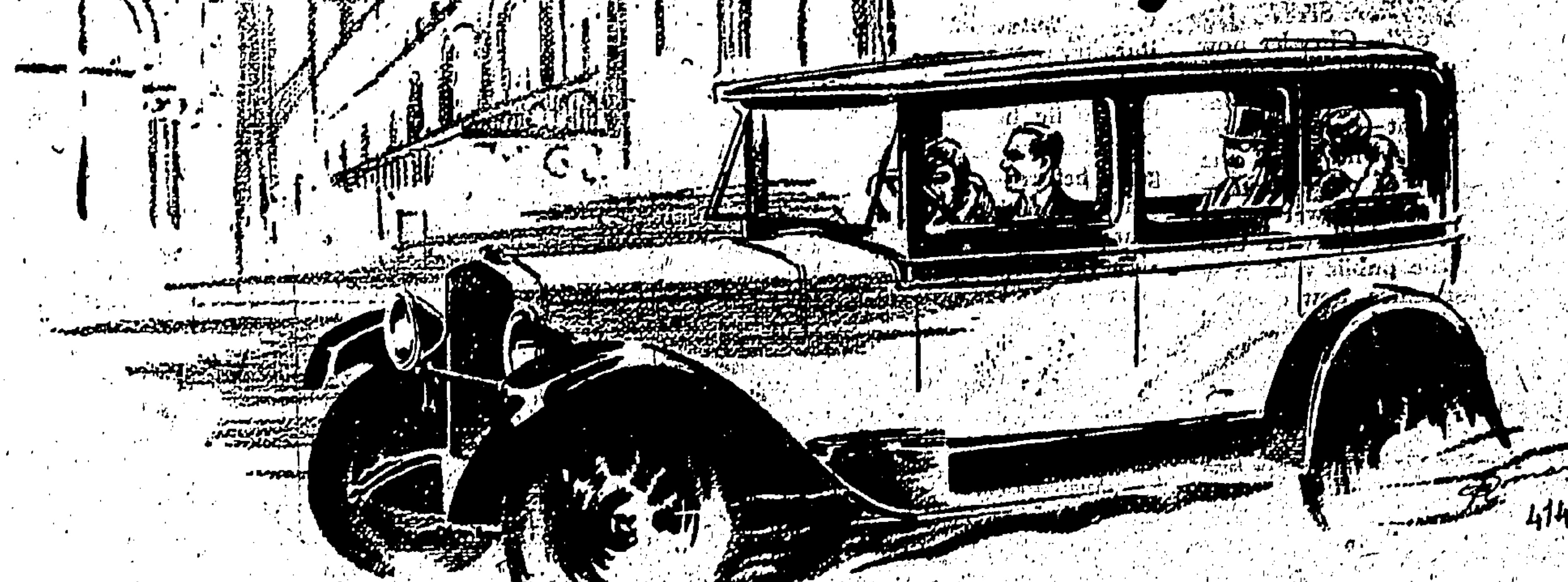
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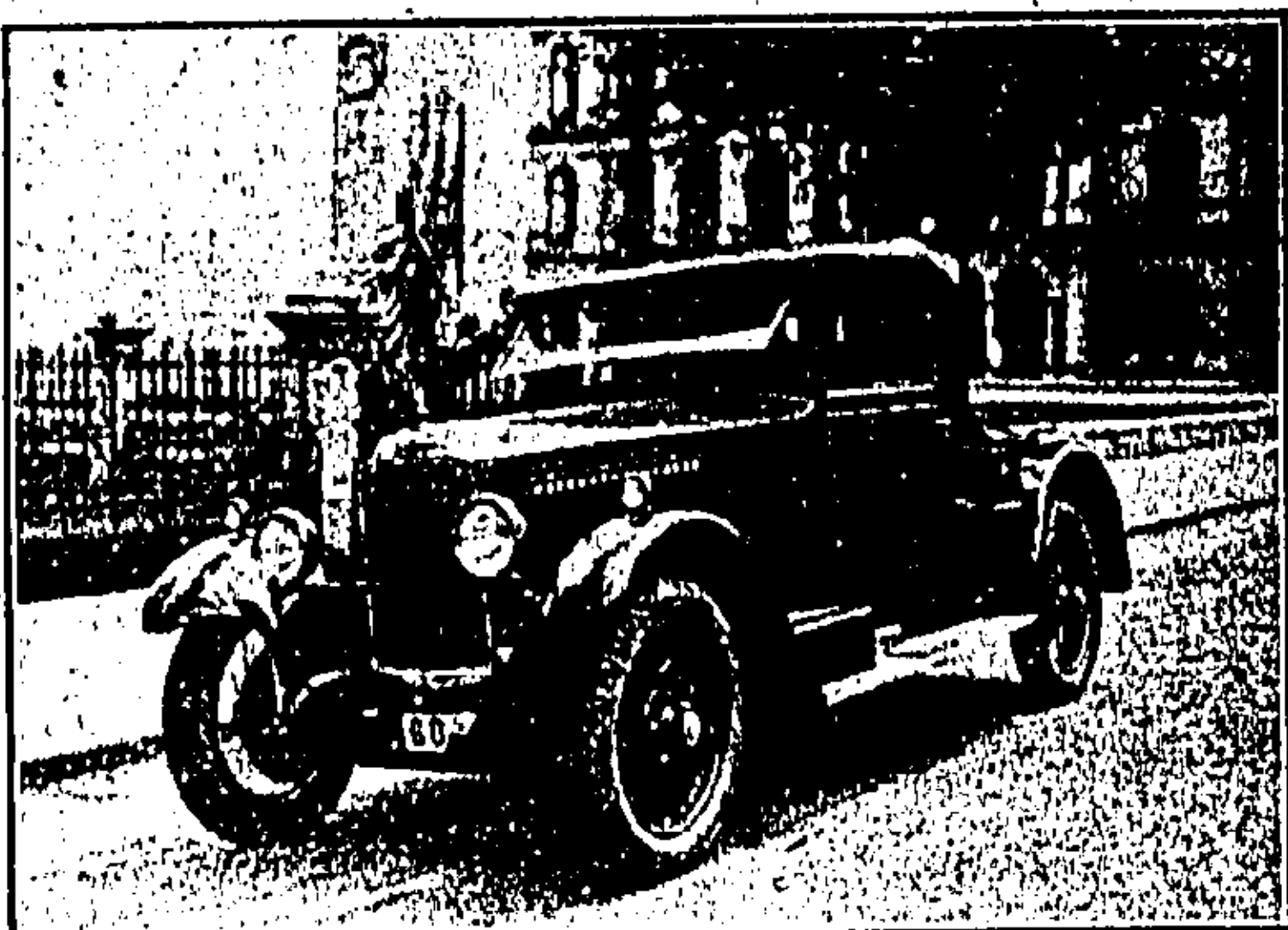
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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

GASOLINE OR SPARK TROUBLE, WHICH?

At least nine times out of ten, when an engine won't start or a car comes to an unintentional stop, either the engine is not getting the right amount of fuel or else there are no sparks occurring in its cylinders, but often it is not at once clear, even to an experienced operator, which of the two causes is responsible for the trouble. If testing the gasoline supply in the main tank with a measuring stick (for gage readings are not infallible) indicates plenty of fuel on hand, the presumption is that ignition has failed. To see if this is the case, detach one of the spark-plug cables and hold the metal clip at its end a "strong" eighth of an inch from the metal shell of the plug, put the switch on and turn over the engine. If no spark is seen jumping between the cable clip and the plug-shell, it can be concluded that ignition has failed but if good sparks are observed, the inference is that gasoline does not flow properly from the main tank out of the spraying-jet of the carburetor. Some inking as to whether it is a gasoline or spark trouble, that shuts down an engine, may be obtained by noticing its behaviour just before it stops. If its power gradually falls off and explosions become weaker, even while the throttle is being opened, if it then begins to miss explosions and perhaps backfires, just before stalling, it is highly probable that the supply of fuel mixture to the engine has failed. If, on the contrary, it suddenly stops firing or stops firing regularly, but when explosions do occur they seem normally strong until they cease altogether, ignition trouble may be suspected. Some of the common causes of gasoline failure are: A "stopped" up carburetor filter-screen or clogged piping anywhere in the system, obstructed vacuum-tank inlet-screen, vacuum tank flapper-valve not seating or vent-valve that does not open and air-leaks at the vacuum-tank pipe connections. Common causes of ignition failure are: Loose or broken connections at or between the battery switch, make-and-break and spark-coil. Short-circuiting of the high-tension wire from the coil to the centre connection of the distributor, a defective condenser or broken down spark-coil.

Looking for Oilproof Plugs.

S. L. W. writes: I have a lot of trouble from my car's spark-plugs fouling with oil and I have to clean them every few hundred miles or my engine skips badly. Have tried several kinds of so-called non-fouling plugs, but none of them have lived up to the claims made for them. Can you give me the name of a plug that is really oil-proof?

Answer: No, we cannot and we don't believe there is such a thing. Instead of hunting for an oil-proof plug, you had bet-

AFFECT EFFICIENCY.

Plug Change Noted.

SAME MOTOR. MORE POWER.

A recent engineering test in a Chicago (U.S.A.) laboratory showed that an automobile engine running 20 miles an hour and equipped with spark-plugs that had been in use slightly more than 10,000 miles developed 20.6 horse-power. With a new set of plugs the same engine gave a horse-power reading of 25.4.

One "horse-power" is sufficient to lift 33,000lb. one foot in one minute.

The method used in determining this unit is very interesting. Back in the 18th century James Watt (inventor of the steam engine) and Matthew Boulton started to manufacture hoisting engines to replace the horses then used in the coal mines of England.

In order to compare the power of one of their engines with that of the number of horses required to perform the same work, they undertook to test the pulling power of a heavy draught-horse. They found that a horse could lift 350lb. of coal 100ft. in one minute, which is equivalent to lifting 33,000lb. one foot in one minute.

Longest Road.

The longest paved motor road in the world is said to be the Pacific Highway, running from Vancouver, B.C., Canada, along the Pacific Coast, to the Mexican border, a distance of 1476 miles.

MILLIONS OF STROKES.

Piston at Speed.

BARRAGE UNDER BONNET.

Imagine 104,578,004 piston strokes and 150,882,036 explosions in a motor engine inside 16 days.

The average motorist cannot do it, of course. He doesn't stop to think what is happening under the bonnet of his car, when he is travelling along smoothly. It is only when trouble develops that he wonders at all, or gives a thought to the tremendous work his car engine is doing all the time. But Studebaker engineers have recently worked out, to reasonably close limits, what happened in the engine of each of the three Studebaker Commanders when each travelled 25,000 miles in less than 25,000 minutes on the Atlantic City speedway two months ago.

One can visualise, perhaps, the fusillade of powerful explosions, the pistons plunging up and down with lightning-like rapidity; valves red hot, opening and closing so fast that they must have been but a glowing blur. And all this in a raging inferno of flaming gases.

Meantime, the cars raced round the track smoothly and evenly, regardless of the barrage proceeding all the time inside the engine.

It is calculated that each piston travelled 43,571,370 feet during that terrific driving test, and that each valve opened 26,147,006 times.

SNARLS MEAN THE SACK.

Courtesy Order for Police.

A policeman who snarls: "D'you think you own this street?" or "Whatta matter, are you blind?" to a motorist, who mistakes a traffic signal or takes the wrong turning in Cambridge (U.S.A.) is likely to receive less than one week's notice to leave the force.

This is the result of an order issued by the city's chief of police that a policeman's first task is to be courteous to motorists.

According to his instructions drivers are to be told in a quiet and courteous manner that they are violating a traffic rule, and, if they are first offenders are to be given a mild lecture and dismissed with a warning.

FROM ENGINE OIL.

Metal and Sand.

FILTER'S COLLECTION.

The enormous increase in efficiency that has been obtained in the automobile engine in recent years can be traced, in a large degree, to the numerous refinements that are now found on modern cars. Some of these refinements and small accessories are seldom sufficiently valued.

In order to give ocular evidence of the valuable functioning of an oil filter, engineers of the General Motors research laboratories recently analysed the residue taken from a cloth filtering unit of an oil filter that had done service in a car for 10,676 miles.

It was found that this residue was composed of one-third metal and two-thirds sand elements of such high abrasive qualities that they could be used effectively for the grinding of valves or the sharpening of knives.

Cylinder walls, pistons, and other parts of the engine, it is certain, would have been drastically affected by this abrasive had the filter not collected it.

ROUGH ROAD RACE.

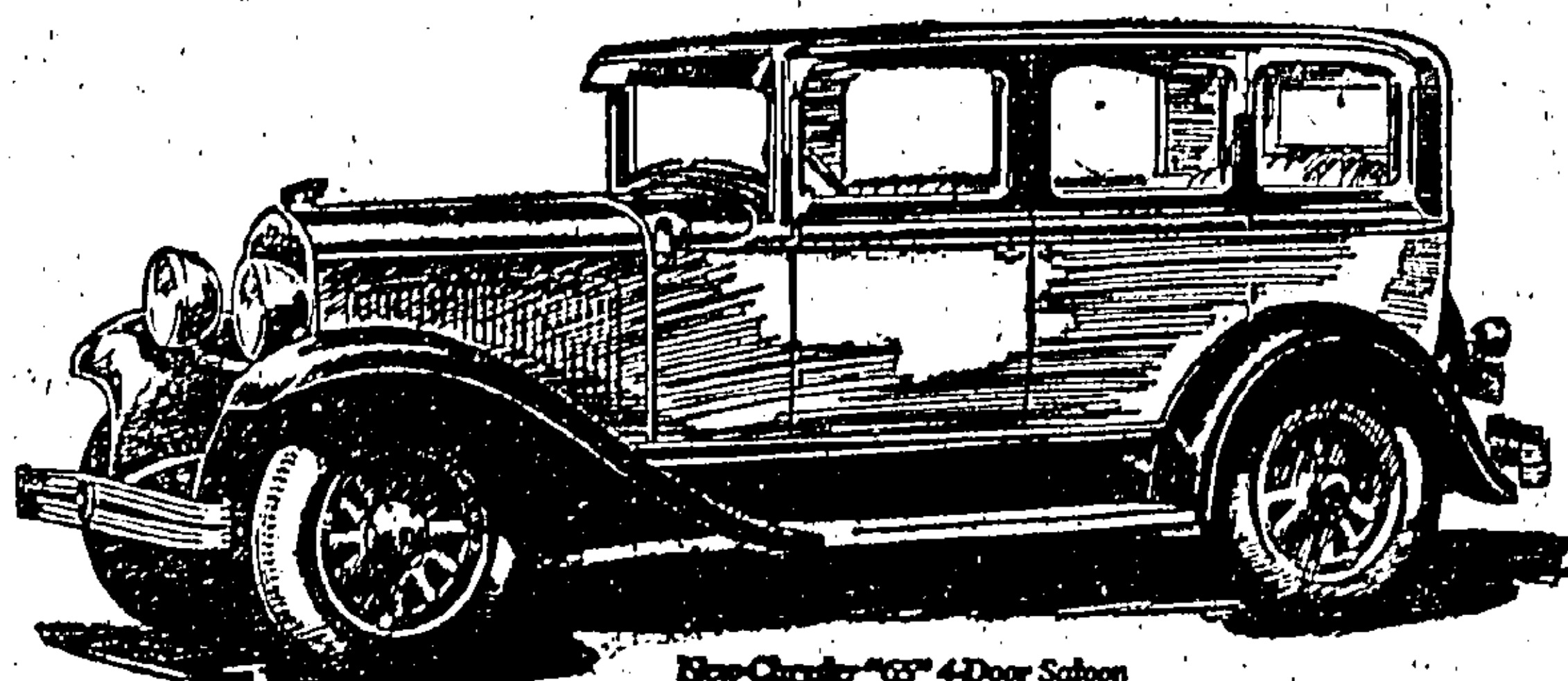
Erskine in Poland.

Latest news of triumphs to reach the Studebaker headquarters concerns a severe test in Poland, from which an Erskine Six royal sedan emerged with flying colours. According to cables from Warsaw, the Erskine defeated a field of 120 competitors in a race from Warsaw to Lodz, covering 1103 kilometres in 17 hours 43 minutes.

The race was arranged by the Automobile Club of Lodz, and included some of the most difficult highways in Europe. In winning first prize against a field, including both European and American cars, the Erskine Six averaged 33.6 miles an hour, for the distance, which amounts to 684.96 miles.

This news follows closely on the heels of the record-breaking run made by the Erskine in America, where 10 new world records were established when the car travelled 1000 in less than 1000 consecutive minutes.

New CHRYSLER "65"



New Chrysler "65" 4-Door Sedan

IN the new Chrysler Sixes—the "75" and the "65"—Chrysler now sets striking new measures of beauty, when the artistry of an industry was seemingly at its height—new measures of performance, beyond even the sparkling Chryslers of other days—new measures of value—lower prices... It is expected of Chrysler that it shall provide the public with new style, new performance, new quality, new value. For it is the outstanding genius of Chrysler engineering, research, and manufacture that periodically they produce new extraordinary

offerings, beyond anything else the industry provides in performance and style... It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that re-styles all motor cars... In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65," it is not at all strange that the whole country is today more than ever Chrysler-wild.

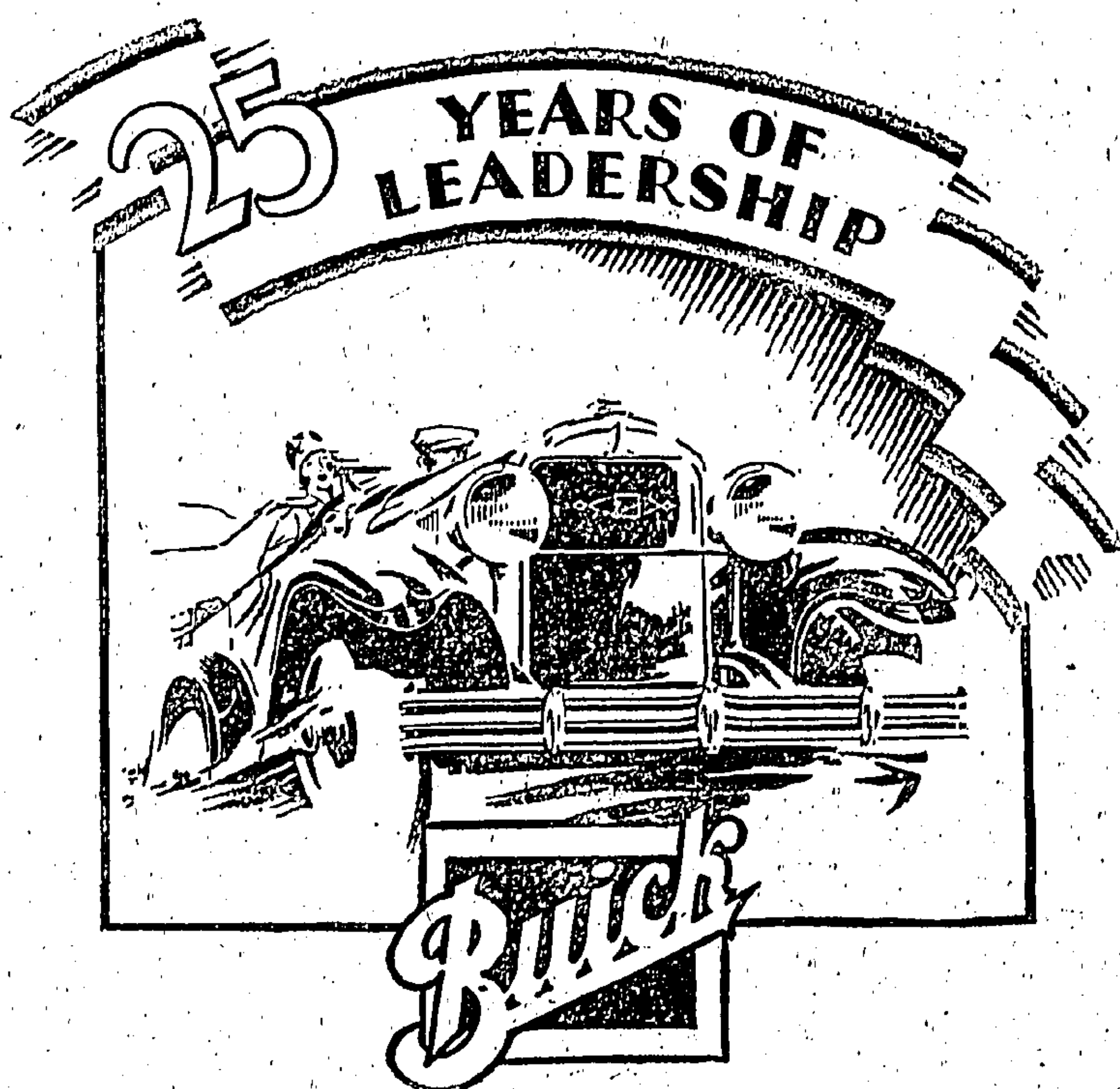
Features—New Chrysler "65"—New larger engine—65 h.p.—"Silent-Dome" high-compression head using any petrol—characteristic Chrysler speed, power and pickup—counter-weighted 7-bearing crankshaft, only car at or near this price with this costly feature; new, slender profile radiator—new bowl-shaped lamps

—beautiful cowl moulding and cowl lamps—new, longer chassis and longer, wider, roomier bodies—new arched window silhouette—new "air-wing" full-crowned wings—new internal expanding Chrysler hydraulic four-wheel brakes, unaffected by weather conditions—Lovejoy hydraulic shock absorbers, front and rear—spring ends anchored in live rubber, instead of metal shackles.

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MOTOR SPEED ROADS FOR ENGLAND.

London-Brighton Scheme That Will Cost £3,000,000.

Plans are being considered by private syndicates, at the head of one of which is Lord Askwith, for constructing motor speed roads in England on similar lines to those built in Italy.

The first of these, it is anticipated, will be a road from London to Brighton, with two one-way tracks. A toll, probably of a farthing a mile for private motor cars, will be levied.

It is hoped that the first road will be approved by Parliament early in the next session, and that work will be started by November of next year.

The London Morning Post is able to announce that, if the proposed motor speed road between London and Brighton, already described in the Morning Post, proves a success, many similar private tracks will be constructed in other parts of England.

An important syndicate has been formed for this purpose, under the chairmanship of Lord Askwith. Each road will be built of concrete, and there will be separate tracks to allow for one-way traffic; in other words, there will be two one-way roads on the same embankment.

The roads will be owned privately, and a toll will be exacted. "London to Brighton will be our first venture," said Lord Askwith to me yesterday. "If this proves a success, we shall build similar roads to Portsmouth and Southampton. Later, we shall consider others."

Farthing a Mile.

Lord Askwith stated that each section of the one-way road between London and Brighton would be wide enough to take three or four cars abreast. The actual toll is not yet definitely decided, but it is likely to be one farthing a mile for private cars and one farthing a ton mile for commercial vehicles. The road will be de-

signed in such a way that heavy lorries, motor coaches, and private motor-cars will be kept apart.

Lord Askwith added: "I understand that the Borough Councils, local councils, and the Brighton Corporation have agreed to support our scheme. We are not expecting a great deal of opposition from the railways, in view of the recent Highway Bill giving them road powers."

"My syndicate is called Motor Roads, Ltd. It is a private company, and we shall find the necessary money for building the roads ourselves."

The London-Brighton road is likely to cost £3,000,000, and the Portsmouth and Southampton roads nearly twice that sum. The engineers have decided to avoid towns whenever possible.

Lord Askwith has been Chief Industrial Commissioner, and was known as the "strike settler" in view of the many industrial disputes in which he was called in to act as conciliator. He was President of the National Citizens' Union, and has been connected with the City for many years.

Mr. Newcombe, a Canadian, is, with Lord Askwith, financially interested in the schemes for motor speed roads from London to Brighton, Portsmouth, and Southampton. The engineer is Mr. Carkeott-James, of Messrs. Whitley

and Carkeott-James, of Victoria-street S.W. It is hoped that the first road will be approved by Parliament early next session. If this is the case, work should be started by November of next year.

Italy's Example.

The first country to build speed roads on model lines was Italy.

The most famous of these is the Milan-Come "Autostrada," which is subsidised by the Government.

There is no pedestrian traffic on it and no speed limit. A toll is levied on each motorist according to the horse-power of his car, and the only buildings flanking the road are those devoted to the service of the motor-car and the upkeep of the road—that is to say, oil supply stations, repair shops, first aid stations, etc.

This "autostrada" proved so popular and so remunerative that each province in Italy has schemes in various stages of completion for similar stretches of motor road.

Spain was the next country to consider such a scheme. A Royal Decree has just been issued authorising the Minister of Public Works to issue a call for tenders to build "autopistas" from Madrid to Valencia and from Madrid to Irun and between Oviedo and Gijon.

Racing Track Protest.

Vigorous objections against the proposal to construct a motor racing track and aerodrome on the South Downs, near Brighton, were made at a special meeting of the Portsmouth Urban Council, whose town planning area the scheme affects.

The Brighton Council recently approved the proposal, but, after many protests had been read from

ROYAL MECHANIC.

King Knows His Spark Plugs.

When two professors at the American College near Sofia (Bulgaria) had engine trouble when returning from a motor tour, a stranger volunteered assistance.

Throwing aside hat and coat, and rolling up his sleeves, the friendly young chauffeur raised the bonnet, overhauled the ignition and fuel system, and had the motor humming again within ten minutes.

Later, the professors learned that the mechanic was King Boris of Bulgaria.

MOTOR FERRY BOAT.

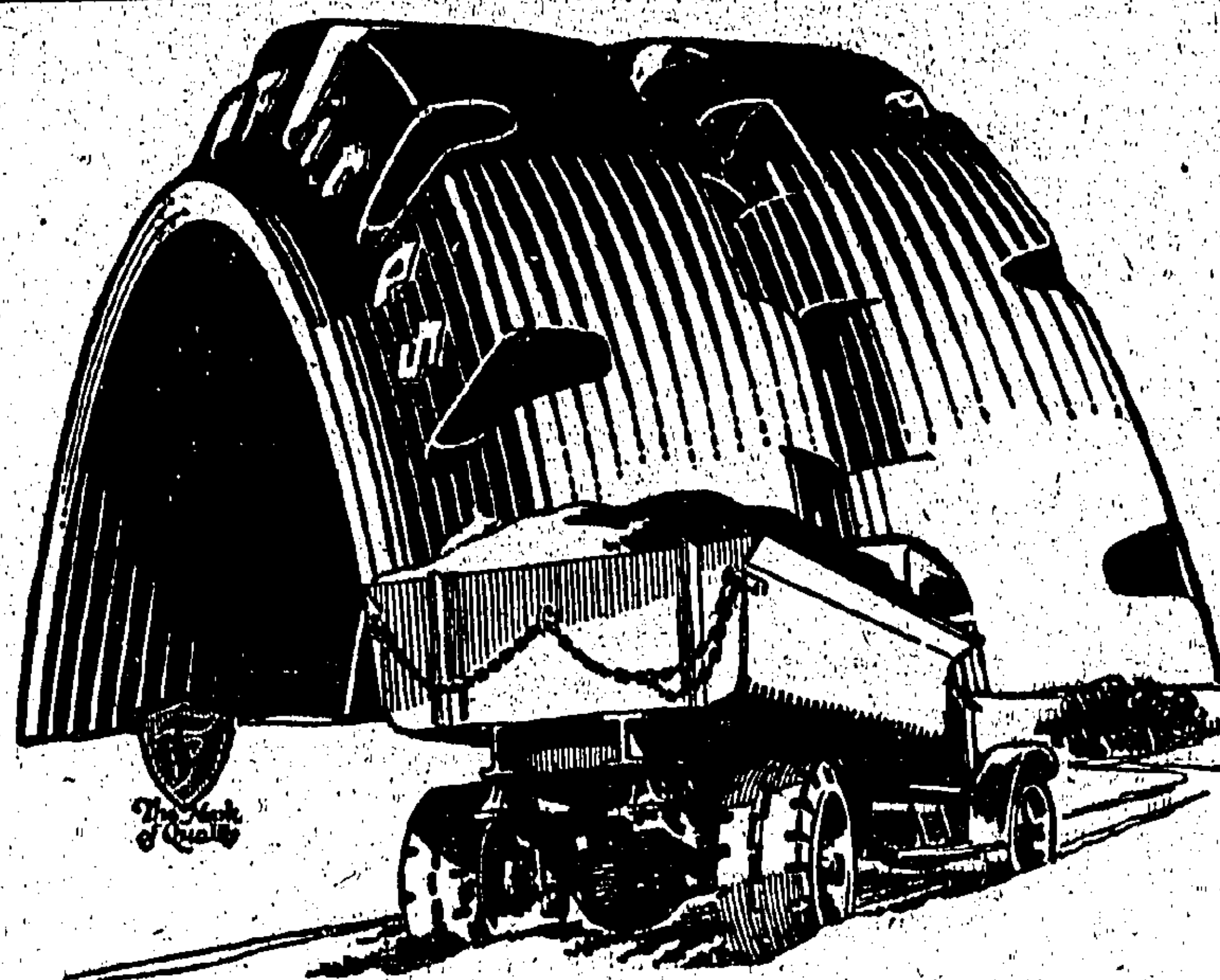
A Shanghai Conversion.

"The Motor Boat" (London) recently contained an account of a vessel known as "Loong Mow," in service at Shanghai, which was originally fitted with a steam engine and boiler, and which has since been converted and equipped with a 36-h.p. three-cylinder Gardner oil engine. It is 52 ft. long with a beam of 10 ft. 6 in. and a draught of 3 ft.

It is utilized solely for ferry work across the river, the total time taken to cross being 3½ mins. to 4 mins., with a stop of about 5 mins. to 5½ mins. on each side.

Institutions and private residents at Portlaine the matter was referred to a special conference of the Brighton Hove and District Joint Town Planning Advisory Committee.

The Portlaine Council has now instructed its Surveyor to schedule all downland 300 feet above sea level as public open spaces, including the proposed motor racing track site.



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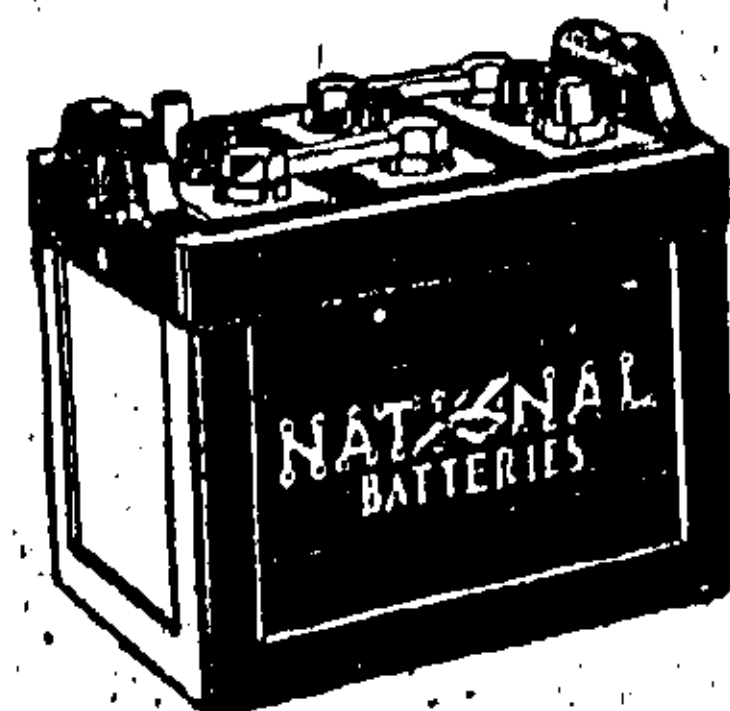
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611SF	Chrysler 62, Essex, Jewett, Graham, Erskine, Whippet 6, Oldsmobile.	\$25.00
613RF	Buick, Studebaker light & Std. 6, Gardner, Willys-Knight.	\$27.50
613SF	Auburn 8, Buick M. 6, Chandler, Hudson, Packard 6,	\$32.50
615RF	Chrysler 72 & 80, Studebaker Big & Spec. 6, Packard 8, Nash, La Salle, Cadillac.	\$40.00
127SF	Dodge before 1926, Graham Truck.	\$45.00

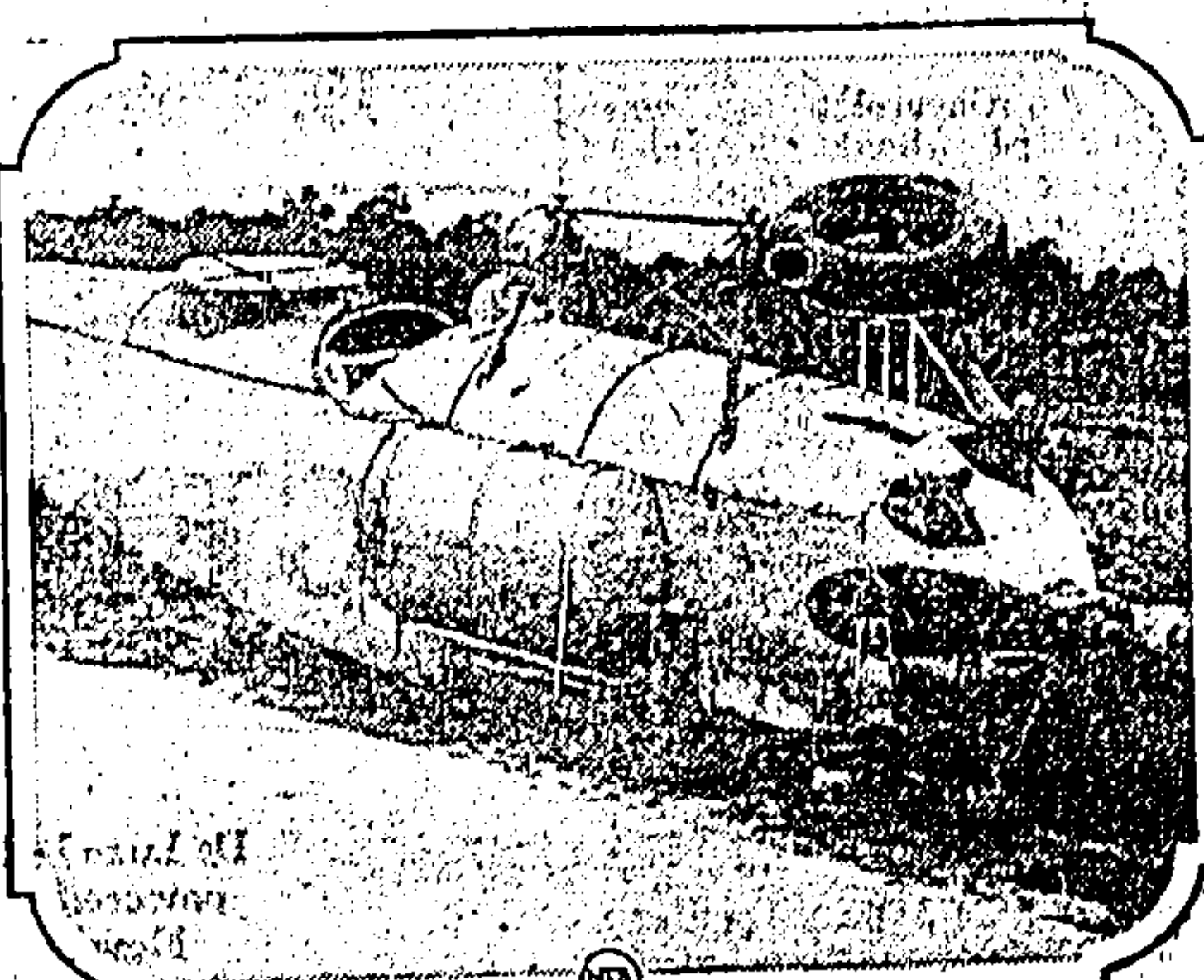
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PITY THE POOR MOTORIST!



Many people have been saying that the airplane was going to solve our traffic problems by taking people off the ground; but the airplane, it appears, is only making bad matters worse. Here for instance, we have the results of a smash-up at Dillon, S.C., where an airplane piloted by Lieutenant Camillo Daza of



Colombia came down on the road and smashed into an automobile. You can see, above, what is left of the airplane. Then, to prove that that wasn't just a freakish accident, the same thing happened at Mobile, Ala. An airplane tried to land at the airport there while an automobile was coming along and



crashed into it. The plane, turned over and was badly damaged. But the automobile fared no better. Here is all that was left of it; two occupants were injured when the top and windshield were sliced off.

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Important Features.

Three series.
16 enclosed models, 8 open models
4 wheelbase lengths.
Salon bodies.
Twin Ignition motor.
Aircraft type spark plugs.
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Bonnalite aluminum pistons.
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CREATES:—

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Fuel Economy.
Faster Burning.
Thorough Combustion.
Uniform power impulses.
Higher compression with Absence of sparte knock.
All cars with spare tyre & complete set of tools &c.
NASH STANDARD SIX:
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2-door Sedan 1.285
4-door Sedan 1.350
Cabriolet 1.285
NASH SPECIAL SIX:
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2-door Sedan 1.485
4-door Sedan 1.026
Cabriolet 1.515
NASH ADVANCED SIX:
7-seater touring... 1.750
7-seater 4-door Sedan 2.150
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WILL THE FUTURE CAR BE ANYTHING LIKE THIS?

[By Israel Klein.]

South Bend, Ind., Aug. 16.—If we were to get a gift of an automobile that was 100 per cent efficient, we wouldn't want to be seen in it!



W. S. James.

For of all contrivances this would be the freakiest and most unusual ever devised.

A suggestion of what such an automobile might look like was given to me here by W. S. James, chief engineer for The Studebaker Corporation who was formerly in the automotive engineering laboratories of the U.S. Bureau of Standards and who is considered one of the leading automotive engineers in the country.

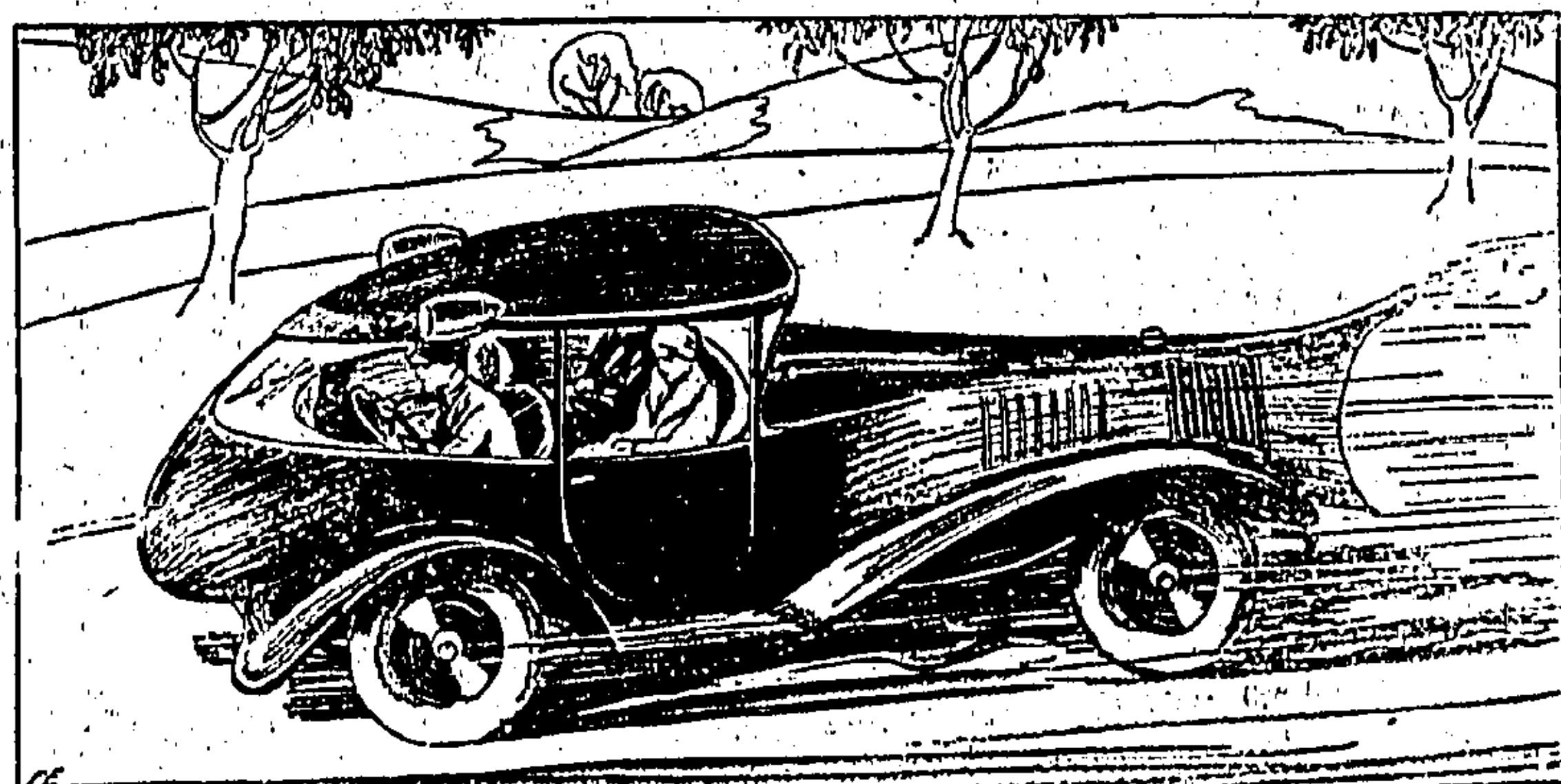
First of all, I gathered from James' review of requirements for the perfect automobile, the car would have to assume the shape of an arrow. The engine would be over the rear axle, and the driver and passengers well over the front axle.

But there wouldn't be any axles at all in this car, each wheel revolving freely, with the rear wheels connected directly to the motor.

Headlights Above Driver.

The headlights would be up at the top, shining down from behind the driver so as to afford him most illumination and still be safe from glare against approaching drivers.

And in the rear, sticking up and away from the nostrils of those coming on behind, would be the exhaust pipe.



An artist's conception of a 100 per cent efficient automobile as described by W. S. James, chief engineer of Studebaker.

Furthermore, if we didn't mind the strong wind blowing into our faces, we'd have an aeroplane propeller in front, acting as the driving force, and so do away completely with the transmission. In this case, however, the motor would be in front of the car, directly behind the propeller and the driver and passengers in the rear.

At any rate, the 100 per cent efficient automobile conjured up by James makes so queer a picture that we wouldn't have it, he says.

Inefficient But Satisfactory.

"In fact," he adds, "the average person to-day assumes the automobile he is getting is mechanically perfect. He doesn't bother much with the mechanical details nowadays. He leaves any difficulty to the service man, and there's less and less of that, despite the fact that from an engineering standpoint the modern automobile is only seven per cent efficient."

"Take the matter of wind resistance alone. It takes only ten horsepower to push a modern car through a vacuum. The rest of the car's power is there to overcome wind resistance. Wind resistance is the greatest factor to combat in designing an automobile. Yet try to put out a car that would entirely avoid wind resistance, and the public wouldn't have it."

"The mechanical difficulties in designing an automobile are as nothing compared with the mental difficulties to be overcome."

"The headlights, for instance, would give best results if placed above and a little behind the driver. But who would have them there? Weight could be reduced effectively by reshaping the car and placing the engine in, back directly at the wheels. But public convention can't make so abrupt a change."

Propeller Drive Best.

"I can conceive of an aeroplane propeller driving an automobile, rather, than through gears and wheels, where much efficiency is

lost through friction. But who would have the wind from that propeller blowing into his face? So we sacrifice efficiency to expediency."

"Take the matter of the steam engine, too. It has never been shown definitely that the gas engine is decidedly better than the steam engine. But if you have a steam car and something goes wrong with it to-day, where can you get someone to fix it? We'd have to change almost over night to the steam engine and we'd have to make steam engine experts just as fast. In order to make such cars feasible. Since we can't do that, we can't have that kind of propulsion."

So, James concludes, the word "efficiency" has lost its meaning. What we mean, when we talk of a "perfect" or "efficient" automobile, rather, is one that strikes an economical balance, one that is practical artistically, economically and mechanically for modern use.

The 100 per cent efficient automobile is only a myth.

No Rights on Road.

New rules drawn up in France for the guidance of pedestrian traffic will be of great interest to Hongkong. Latest advice shows that in Paris the roadway belongs

to vehicles, and the footpath to pedestrians, and each must keep to his place. Pedestrians are forbidden to stand on or walk on the roadway without necessity; they must not cross diagonally; they must make use of crossings where these exist; they must cross only

when traffic has been stopped. Where there are no crossings they must give way to the drivers of vehicles, and they must not stand on the roadway while waiting for trams. Motorists are ordered to give way to pedestrians at street crossings.

FROM SMALL SHOP.

Chevrolet's Start.

NOW BIGGEST MAKER.

The first Chevrolet car was built in 1911 by Louis Chevrolet, after two years of experiments, in a small shop in Detroit. Four more Chevrolets were built that year.

The Chevrolet Motor Company, a division of General Motors, is now the world's largest manufacturer of motor cars. Chevrolet production is now at the rate of more than a million cars a year. Its fourteen great factories are operating at capacity to meet the demand.

Huge Quantities.

Raw materials necessary for this gigantic production are used in astounding quantities. For instance, more than 2,500,000 square inches of rubber matting were used in 1927—enough to cover a roadbed 20 ft. wide and 160 miles long. Approximately 7,000,000 incandescent-light bulbs were installed last year—enough to light all the homes in a city of a million people.

It required more than 80,000,000 square feet of upholstering material to upholster the Chevrolet cars built in 1927. Present production is sufficient to supply a new motor car each working day to every family in a city of 20,000 inhabitants. The company's freight bill during the year just past was in excess of \$5,400,000, and the volume of business handled was approximately 245,000 freight cars—equal to more than 4000 trainloads of 60 cars each.

More than 250,000 tons of coal are required to run Chevrolet factories for one year, and approximately 210,000 kilowatt hours of electricity are consumed annually. In 1927 775,000 tons of steel and 150,000 tons of castings were used. It requires 100,000 people to produce, sell, and service Chevrolet cars.

Before June 1, 1928, Chevrolet produced more than half a million cars, showing that for the first half of the current year the volume was considerably in excess of that for the corresponding period in 1927.

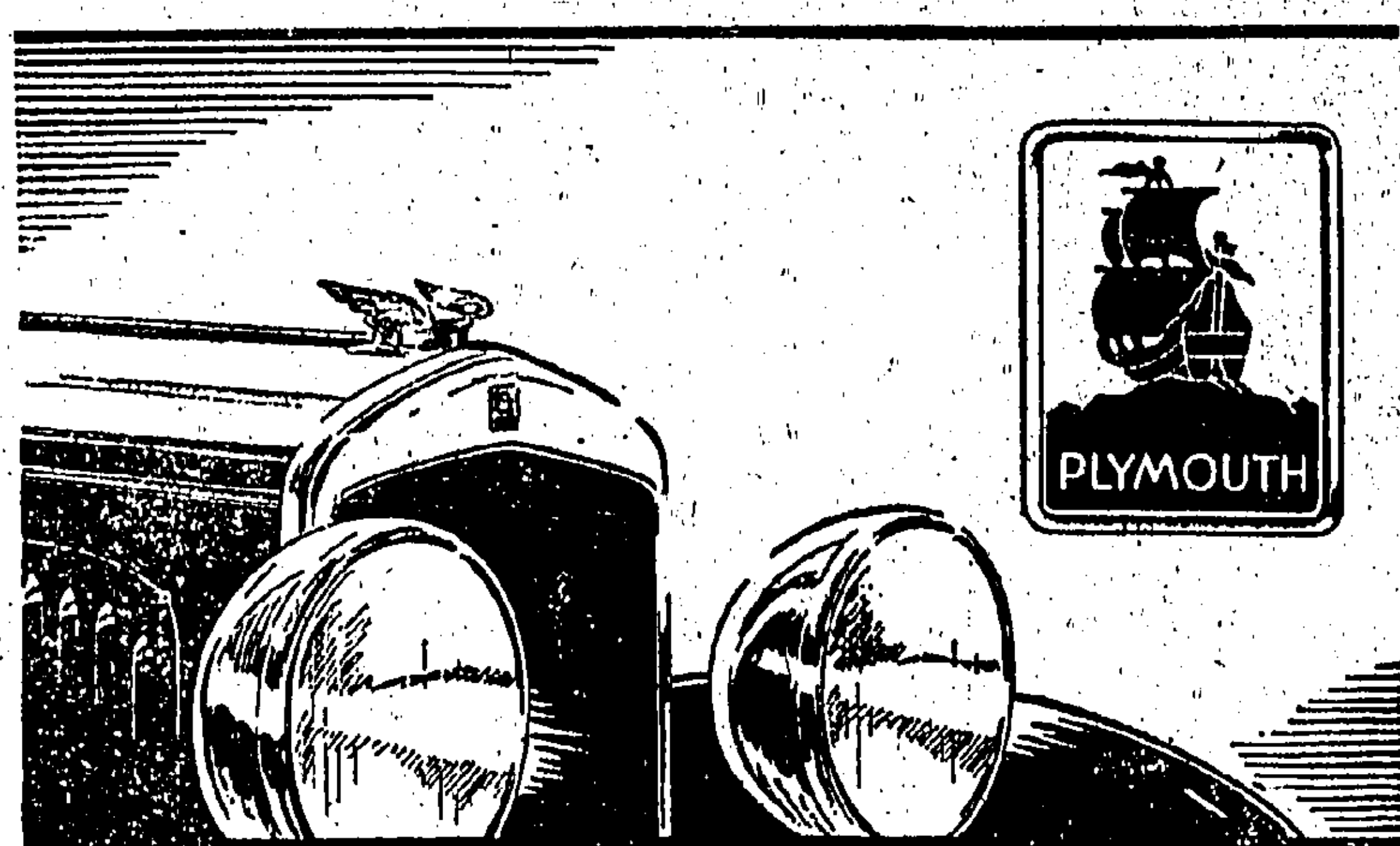
BABY'S FEAT.

1584 Miles a Day.

A remarkable feat for a "baby" car has been achieved by an Austin Seven at Montlhery, France, where Captain Chase has beaten the 24-hour record; held by a French car, of 40.36 m.p.h.

Captain Chase averaged 66 m.p.h. for the 24 hours, thus covering 1584 miles. Over the last four laps the Austin was given full throttle and reached 80 m.p.h. Many other records were broken during the run.

NEW CHRYSLER PLYMOUTH



A New Car..A New Car Style..A New Zenith of Low Priced Car-Luxury and Performance

New slender profile chromium-plated radiator.—Long, low bodies.—Generous room for 2 to 5 passengers, according to body model.—Luxurious deep upholstery and appointment detail.—New "Silver-Dome" high-compression engine, for use with any petrol.—Smooth speed up to 60 and more miles an hour.—Chrysler light-action internal expanding hydraulic four-wheel brakes—no other car of this price possesses this feature.

With the new Plymouth, Chrysler is the first to give, at so low a price, the advantages of performance, riding ease, dependability and full adult size which characterize fine cars of higher price.

It is so revolutionary an advance over other low-priced cars, it is such conclusive evidence of the past year's strides in the science of motor car manufacturing that you will surely want to see it and drive it.

A Plymouth ride is the best demonstration of the ease with which it leaps from 5 to 60 and more miles per hour—the quiet of its power and the smoothness of its flight. You yourself must

put your foot to the light-action internal hydraulic 4-wheel brakes to know the confidence of the fastest and safest deceleration you have ever experienced.

And above all, you must see its beautiful lines and finish, and stretch at ease in its deep upholstered, full adult-size bodies, to comprehend how completely the Plymouth surpasses cars in the low-priced field.

Please see and ride in the Plymouth. We believe you will discover there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

A. LUNG & CO.

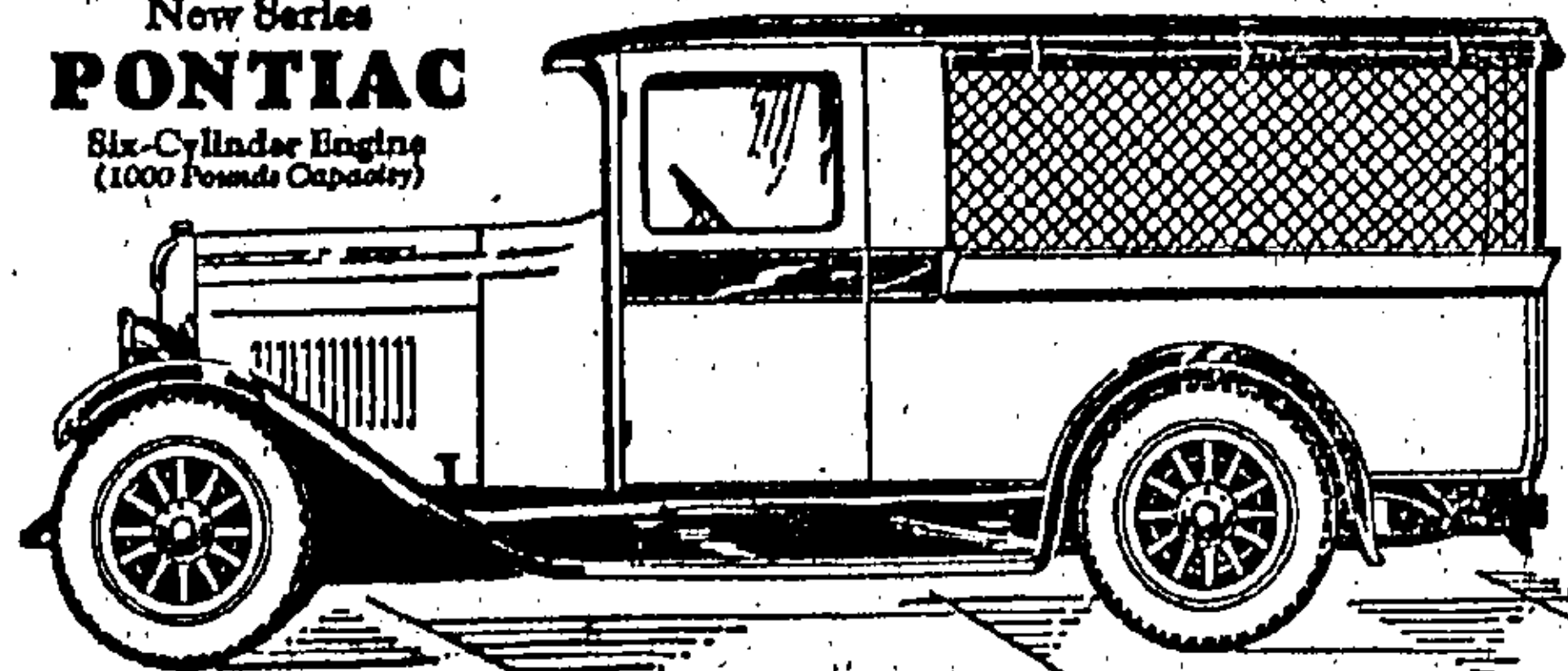
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1000-lb. chassis . . . \$585
With Screen Body . . . \$760
With Panel Body . . . \$770
2000-lb. chassis . . . \$745

Powered by the BUICK Six Cylinder Engine

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One and one-half ton . . . \$1185
Two Ton . . . \$1250
(pneumatic tires, hard gear drive)

Two Ton . . . \$2050
(solid tire, worm-gear drive)

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Telephone Central 4831.

DEAL DIRECT.

THE HONEYMOON BRIDE MURDER.

EVIDENCE GIVEN AT THE TRIAL.

PRISONER CONCERNED OVER WIFE'S ABSENCE.

WITNESSES' STORIES.

Interesting evidence regarding the movements of Chung Yi Miao, the young Chinese law student, who was charged with the murder of his wife whilst on their honeymoon in England, was given when the accused was charged at the Kewick Police Court and subsequently committed for trial.

The accused has, since his commitment, been lodged in Brixton Prison, to enable him to provide for his defence, and he is to come before the Assizes on October 22nd or 23rd.

Gertrude Elizabeth Crossley, Borrowdale Gates, Grange, who carries on a boarding house, stated that on June 18th prisoner and a lady came to her house. They appeared to be of the same nationality. They arrived by car about 3.30 p.m. and asked to see the rooms. Terms were discussed, after which they went away in the car, but they returned later and took rooms, one being a double-bedded room, in which only one bed was made up. They had tea in the dining room, and the lady asked her to send a telegram ordering rooms at Reuben's Hotel, London, for June 23rd. The lady also said something about luggage having been sent on from Edinburgh to London.

On Good Terms.

The prisoner and the lady appeared to be on perfectly good terms. At night they both, after she had mentioned the matter, asked that the second bed in the bedroom should be made up. She did not see them again until noon of the following day, coming in by the back door.

After lunch she saw them going down the garden path arm-in-arm towards the road. It had been a little rainy in the morning. Prisoner had not up till then said anything about having a cold. At 4.30 p.m. she saw the prisoner in the sitting room, when he appeared to be going towards the front door. She thought he looked a little dejected, but, apart from that, there was nothing abnormal about him.

Prisoner and His Wife's Absence.

Later she heard him walking to and fro above to the bathroom several times. She knew it was him because no one else was in. There was the sound of hot water being turned on. On the evening of the 18th they had asked for the fire in the bedroom to be laid so that it might be lighted the next morning. On the morning of the 19th it was lighted.

When she saw prisoner in the drawing room on the afternoon of the 19th he told her his wife had gone shopping for some warmer underwear. She (witness) mentioned that the lady might return by the bus, the prisoner suggesting that witness might ring up some shops in Kewick to see if she had been there. As the lady had not returned at 8.45 p.m. she suggested to prisoner that she (witness) should go and meet the bus. He then said his wife would not come by the bus but by car. Afterwards prisoner went up to bed after asking for the fire to be re-lighted.

Later she was present when the prisoner was taken away by the police shortly after 11 p.m. He had seemed rather concerned before that at his wife's absence. They had brought three pieces of luggage to her hotel when they came—a suit case, a black leather bag, and a black case, which were in the bedroom when Inspector Graham locked the bedroom door when prisoner had been taken away. Two other lady guests were staying in the house at the same time as the prisoner and his wife, but they were both out on the afternoon of the 19th.

Mr. Cohen: So far as you are aware did any stranger enter your house?

Witness: No. She added that in an unlocked cupboard in the corner of the bedroom prisoner had there were odds and ends, including pieces of string and faded green picture cord. She could not tell whether the pieces produced came from her house or not. Cord was kept in an unlocked drawer in the kitchen. Green cord similarly faded was at the present time in use in the house. Witness went on to say that she had seen the prisoner carrying a camera. She believed also that the lady carried an umbrella.

Prisoner's Movements.

In cross-examination by Mr. Thesiger, witness said she made a statement to Inspector Graham on the 19th about the cord. She had made a statement about cord to Mr. Ogilthorpe. She had seen cord in the cupboard in bedroom No. 5 which prisoner occupied, but

it was not green cord—it was white. (Laughter). Witness was in the kitchen all the afternoon of the 19th cooking.

Mr. Thesiger: Is it possible for someone to enter the house by the side door and go upstairs without being seen from the kitchen?

Witness: Yes.

Mr. Thesiger: Are you sure you heard the prisoner walking along the passage upstairs more than twice?

Witness: Yes.

Mr. Thesiger: Did you go up to see what was the matter?

Witness: No.

Mr. Thesiger: He would have to walk along that passage to get to the lavatory?

Witness: Yes.

In further cross-examination, witness said the morning of the 19th had been showery. The afternoon was overcast. At night the prisoner did not suggest that he should go down the village with witness to look for his wife.

Mr. Thesiger: Has a Professor Cross stayed at your house?

Witness: Yes.

Mr. Thesiger: When was that?

Witness: Whitsunide week-end.

Mr. Thesiger: Did you know he came from Rochester, New York?

Witness: Yes.

The Dead Woman's Rings.

Florence Mary Jackson, a lady of independent means, staying at Borrowdale Gates, stated that she first saw the accused and a lady apparently of the same nationality at dinner on the evening of June 18. They appeared to be on good terms. She had a conversation with the lady for a few minutes about drives. She noticed the lady was wearing a beautiful sapphire diamond ring on her wedding finger.

The next conversation was at breakfast-time next morning, when she observed two diamond rings on the lady's left hand. The rings produced were similar. Witness noticed at the time that the accused had a cold, and at dinner-time, about 7 p.m., he said his wife had gone into Kewick to buy warmer clothing. The accused dined alone that evening at the tables. Another lady guest staying at the hotel at the same time was Miss Nelson.

In cross-examination, witness said that when the accused told her his wife had gone to buy clothing he added: "She wanted me to go to bed." Prisoner at the time had a bad cold.

No Signs of a Struggle.

William Pendlebury, a detective in the Southport Borough Police, stated that on June 19th last he was staying with Mr. Mounsey, a relative, at the Manor House, Grange. About 4 p.m. that day he saw the accused on the main road between Rosthwaite and Grange Bridge, walking towards Grange Bridge. Accused looked pale and seemed hurried. Prisoner was carrying a camera. The same evening certain information reached witness, in consequence of which Mr. Mounsey and he went together to a spot about 500 yards from Grange Bridge, in the direction of Rosthwaite, and about 150 yards from the highway. Before setting out he had telephoned to the Police Station at Kewick.

On reaching the spot about 9 p.m. he saw the dead body of a girl lying on her back. The brown umbrella produced was open over her head and shoulders. She appeared to be of Chinese nationality. There was cord very tightly tied round the throat. The clothing was disarranged and torn. The third finger of the left hand was marked as if rings had been worn, and there was a bruise as though the rings had been pulled off. The left glove, having evidently been pulled off the hand, was lying on the ground. A handkerchief was also there. He observed no indications on the ground of a struggle. He waited until the police arrived and the photographs of the body were taken before it was removed.

Answering Mr. Thesiger, in cross-examination, witness said that while on the road he did not see a car pass.

Domestic Servants' Evidence.

Dorothy Beatrice Holliday, a domestic servant employed by Miss Crossley at the boarding house at Borrowdale Gates, Grange, stated that the accused and a lady of the same nationality arrived at the boarding house at 8 p.m. on June 18th. They had tea and dinner together and took a large bedroom (No. 5). The following morning the lady came down to breakfast first and then the accused came down. They had breakfast together. Witness was not out of the house that day. After breakfast they returned to their bedroom where they had a fire. Witness saw the accused go up the front staircase about noon. After seeing the two in the bedroom after breakfast, she did not see them together again until lunch time in the dining room.

About half-past two in the afternoon she saw both of them go out of the house. They were

walking arm-in-arm. He was wearing a blue overcoat and a grey felt hat and she had a fur coat. Witness never saw the lady again, but at 4.30 p.m. she saw the accused on his return. He was then going through the trellis to get to the house. He was walking quickly, but she did not notice anything about his appearance. She did not notice anything in his hands. When she was in her bedroom she could hear anybody in the accused's bedroom, but she did not hear anyone in that bedroom between 3.30 p.m. and 4.30 p.m. As far as she knew, they were not in the house between 2.30 p.m. and 4.30 p.m.

After entering the house at 4.30 p.m., the accused went to his bedroom by the staircase near the front door. She then heard him walking between the bedroom and the bathroom twice or thrice, and she also heard water running from the bathroom more than once. She saw the accused again about five o'clock in his bedroom. She went to ask him if he wanted any tea, and she also asked him if the lady was coming in for tea. He said she had gone to Kewick to do shopping. He had tea in the dining room, and at six o'clock she went to his bedroom with some hot water for him to wash. He then said, "My wife has not returned; she said she would be back by six." At seven o'clock the accused had dinner alone. At eight o'clock he went to the kitchen door, and said his wife had not returned. Mrs. Thompson was in the kitchen with her. Some time after, the accused again went to the kitchen door and said his wife had not returned and asked if she had told Miss Crossley. Witness replied "I will tell her now."

On Very Friendly Terms.

About nine o'clock Miss Crossley went out and the accused asked where she had gone, and witness replied "To the Post Office." The accused asked what she would be doing there, and witness said she had gone to telephone to Kewick to see if she could hear anything. Accused asked "Did she go over the bridge?" and witness replied "No, to the Post Office, before you get to the bridge."

The accused then said "Did she go to the place where they butcher?" and witness answered "No, to the Post Office." After ten o'clock the man asked for a cap. Later that night the police came, and he was taken away. When he was asking the questions about his wife he seemed very irritable, and spoke crossly.

Cross-examined: She went to her room that afternoon because she was suffering from toothache. She had never seen anybody bathe in the river.

Mr. Thesiger: Did Mr. and Mrs. Miao seem to be on very friendly terms?—Witness: Yes.

Mrs. Elizabeth Thompson, a general servant with Miss Crossley at Borrowdale Gates, stated that when Mr. Miao returned alone on the Tuesday afternoon he was holding his hands together on his right side. She later heard someone walking between his bedroom and the bathroom about twice. The accused seemed to be upset because his wife had not returned. When witness saw them together they appeared to be on quite good terms. After Miss Crossley said "What do you think we should do?" witness told him to do nothing until Miss Crossley came back.

(To be Continued.)

PROFIT ON DRINK FOR EXCHEQUER.

CARLISLE REPAYS ALL ADVANCES.

It has been disclosed that a trading profit of £28,463 was made in the year to March 31 last on the State's drink control schemes at Carlisle, Girdle and Cromarty Firth.

Of this amount the Exchequer received £79,020.

These figures are contained in the seventh annual report of Sir William Joynton-Hicks and Sir John Gilmour.

Trading receipts were more than sufficient to meet all the expenditure, whether capital or revenue.

Outstanding issues from the Exchequer in respect of the two Scottish undertakings amounted at March 31 last to £60,991, while the total credited to the Exchequer, in excess of sums applied to repay outstanding issues, in respect of the Carlisle undertaking amounted to £62,163.

The aggregate advances from the Exchequer in respect of the three State management districts, with interest, had therefore been rather more than fully repaid by the end of the last financial year.

The report states that an agreement has been made with the Corporation of Carlisle for the sale to them of the Carlisle Arms, the site of which is wanted in connexion with a scheme for the improvement of English-street.

WHAT IS THE MOON MADE OF?

SCIENCE SCOUTS GREEN CHEESE THEORY.

There being neither blowing air nor flowing water on the moon, and consequently no erosion or cementation, American scientists are curious to know just what our beautiful satellite is made of, if not of green cheese.

A committee appointed by the Carnegie Institution of Washington observed the reflected rays of the sun (moonbeams) and studied the effects of moon-surface reflection on the sun's rays (sunbeams).

One negative conclusion is that at the moon's surface no dark rocks low in silica, nor iron, nor obsidians (glassy volcanic rocks) are exposed in appreciable amounts.

[It does not seem to have occurred to anybody to suggest that perhaps the moon's surface, with all its irregularities so suggestive of the landscape of our Antarctic continent, is just—ice.]

GIRLS RESCUED FROM BLAZING HOUSE.

CARRIED IN NIGHT ATTIRE FROM WINDOW LEDGE.

Two servant girls had a narrow escape from death when fire broke out at the house at which they are employed in Alexandra-road, Farnborough, Hants.

Finding their bedroom filled with dense smoke, the girls climbed out on to the ledge of the next window in their night attire, and shouted "Fire!"

Their alarm was heard, and in a very few minutes the Farnborough fire brigade arrived and rescued the girls from their perilous position.

Firemen confined the fire to the back portion of the residence, from which the occupants, Colonel and Mrs. Prickett, were away at the time.

A number of valuable of paintings were destroyed.

The Very Idea!

Among the 250,000 entrants for the Daily Sketch Empire Free Travel and Scholarship Scheme is George Foreman, aged 16, of 5, Harbottle-yard, Morpeth, Northumberland, who, suffering from the fearful handicap of being without arms, wrote out all the answers to a series of examination papers with his feet. The Daily Sketch and its allied newspapers have decided to make the boy an award of a special grant and medal in recognition of his plucky performance.

The son of a minor, he has been without arms since birth. On the left side there is part of the limb, terminating at the elbow length with a thumb and forefinger. With this he can hold a pen, and, keeping the paper steady with his chin, he is able to write. All his school work has been done in this way. He is a more proficient penman, however, with his feet, and it was with his right foot that he wrote out all the examination papers for the Empire Free Travel and Scholarship Scheme.

He is also able to draw and paint, has a healthy interest in outdoor sport, and has played football for his school. He is intelligent above the average, and in 1926 obtained a diploma of merit in a national scholarship competition.

Woman, at Southend: She has used such expressions about me that I have had to take proceedings for defamation of character.

"How many times did he kiss you—I mean, kiss you?" the chairman of the Southend magistrates asked a woman.

Man, at Penze (summoned by his wife for maintenance): She can have three parts of what I earn. Magistrate: What do you earn? Defendant: I have no income.

Registrar, at Bow: You are the defendant's wife; what about it? The wife (with an ingratiating smile): Would 2s. 6d. a week suit you? The registrar: Admirably!

"My wife is very careful with her tongue to the neighbours—I get it all."—Plaintiff man, at Bow.

An East Ham woman, at Bow County Court: I have no witnesses, only my husband, and he could not say more than I can say I know.

A man who complained to an official at Bow that his name was last on the list of defendants said that his name was Last.

[It is prophesied that in another fifty years English will have become the universal language in which all nations will be able to communicate with each other.]

The English tongue is, so to speak, unfurled.

In fifty years, they tell me, all the world will speak our language. Of most happy day.

For youth at school, for then our younglings may no more be forced strange uncouth tongues to con,

Nor need the golden hours be spent upon The French irregular verbs or rules of syntax,

Which pierce the weary pilgrim's feet like tin tacks. How well I recollect, one awful term, an Attempt, which wholly failed, to teach me German,

How new and horrid sounds I learned by rote, While guttural words stuck sideways in my throat.

But soon all fear of such like pains will vanish; German and French, Italian, Russian, Spanish—

With none of these we'll need to tax our brains, When every decent foreigner maintains A pleasant flow of English undisturbed,

Learned from his able teachers as a child. Even the Free State may consent that day

To leap in Saxon is a business way, Some talk of foreign languages, indeed, As being more and more a pressing need

In modern business training. By the powers, 'Tis best to set all others learning ours!

A Fijian butcher's boy made a bad mistake which cost him three months in gaol. It seemed that there was going to be a Fijian dinner party, and Elukimi's share of the offering was some meat. To this end he stole some corned meat and steak out of a Buva butcher's shop, and put it in a box, carefully placing a block of ice on top to keep it fresh until he could remove it. But he made the mistake of placing the box on the roof in the sun. The proprietor noticed the constant "dripping" in the shop, and sent a man to investigate. As he could get no satisfaction (as one would not tell on the other) he went aloft himself and found the box and the selected titbits. Elukimi missed the party.

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There are many delightful designs, also White and Plain Colours suitable for Gentlemen's SHIRTS, PYJAMAS, also CHILDREN'S WEAR.

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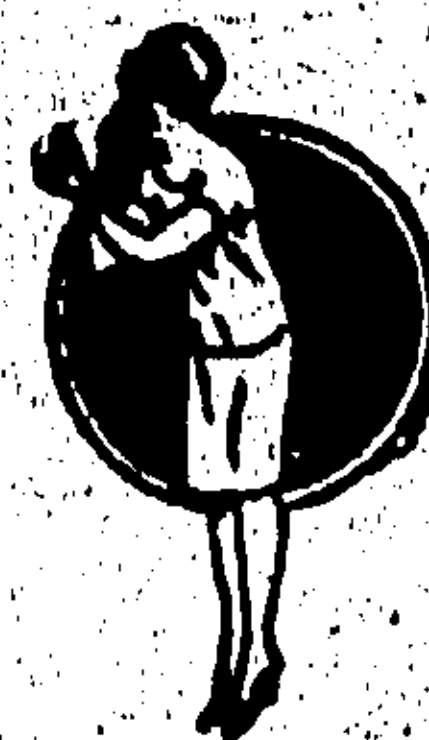
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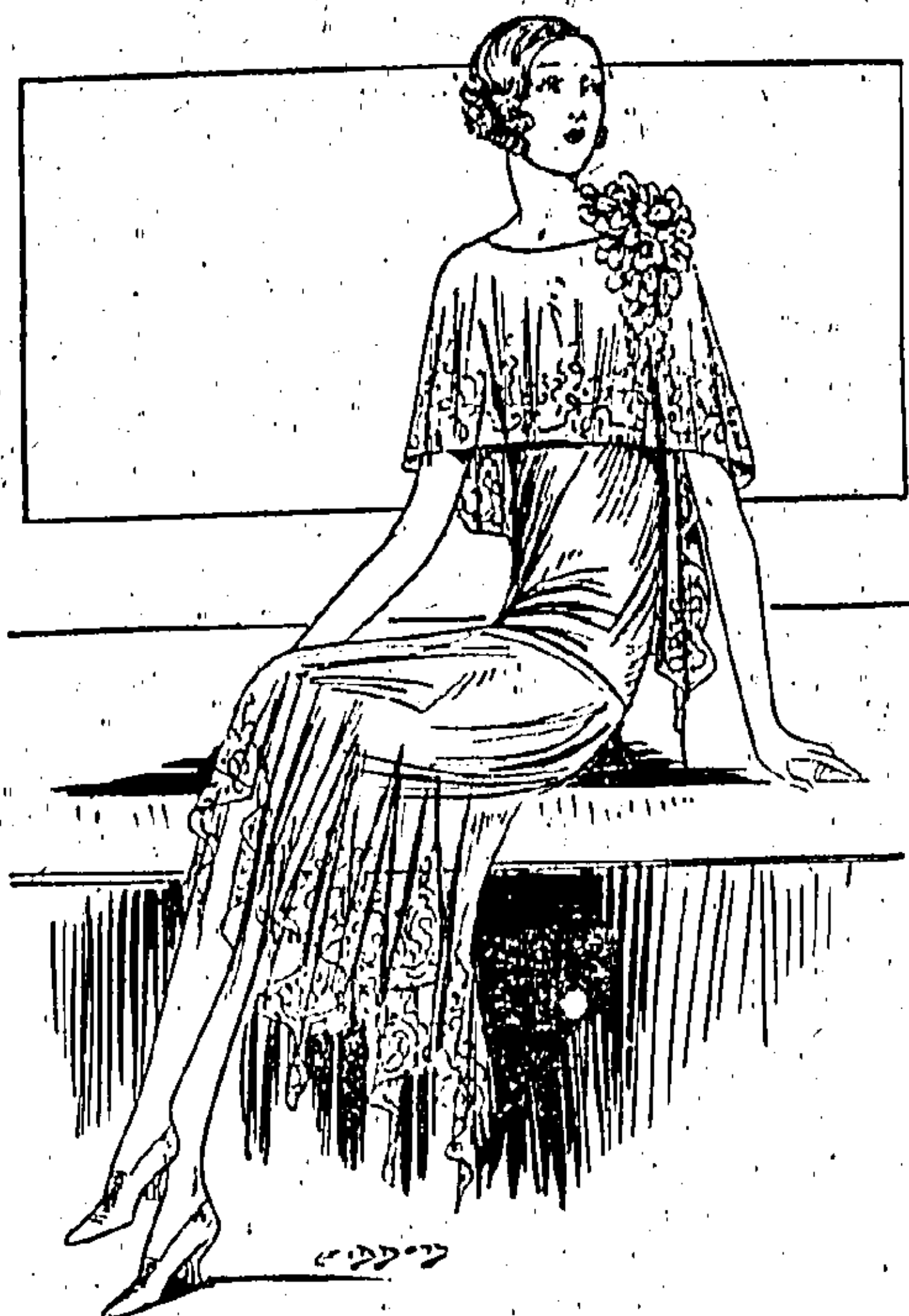
"You'll hang around here till I lose my job and then we can't get married, sure enough."

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WOMAN'S
WORLD

There's a better
selection
At
LANE, CRAWFORD'S
LADIES' SALON



The dinner frock should be a shade more ceremonial than that for a dinner. There is something very dignified about this gown of deep mulberry georgette, its handkerchief sleeves embroidered in silver threads. The drooping berthe is finished with a flower on the shoulder.

HAVE YOU A DOLL IN YOUR HOME?

PARIS MAKES THEM OLD-FASHIONED AND MODERN.

No salon is complete these days without a doll of some description. It may be one of those pert damocles complete with turned-up nose and reddish blonde hair, or the supercilious sort that gaze past you with a haughty stare. But dolls in general are very much in favour with the "elegant" and no modern drawing room is considered complete without one.

This craze of grownups has given the doll a new dignity. The dolls with which little girls play have a distinct touch of modern sophistication and they look quite different from the dolls of a generation ago. The smart little Parisienne of eight or nine years has acquired the "ensemble" idea, too, and her dollie has a dress to match her own.

Expression Vary.

An Italian woman, Madame Lenci, first started making dolls of felt with the long willowy limbs and painted faces which are very popular. They are really works of art. It is simply marvelous what results Madame Lenci has attained just by using coloured felt and paints, but collaborating with her are some very accomplished Italian artists. It is they who paint the varying expressions on the dolls' faces and who decorate the boxes, animals and other toys which make the nursery of today such a happy place.

Madame Lenci's newest venture is in the realm of fancy dress. She has conceived the idea of dressing grownups to look like dolls. She undertakes to make a dress similar to that of any doll in her shop and the notion has met with tremendous success, especially for fancy dress dances on board Atlantic liners. She uses chiefly soft felt and muslin or organdie. A woman can have a dress representative of any period perfect in every detail, and at the same time carry a miniature of herself in the shape of a doll.

Dress Like Your Doll.

The crinoline period is by far the most picturesque in this line and although the general silhouette is the same, countless effects can be obtained in the use of various colourings. There was, for example, in the charming little Lenci shop in the Faubourg St. Honore the other day, a regal looking lady doll dressed in a billowy ruffled dress over which was placed a bright scarlet long-basqued coat, complete with a scarlet marquis hat. This travesty would look perfectly charming on a tall, slim blonde.

Another amusing Lenci creation is her bar lady. She is the only ultra-modern touch in the entire show and she is very charming. She is perched, in an eminently modern pose, on a bar stool, complete with short skirts, long slim legs and boyish bob. She is quite a favourite for fancy dress.



The flapper-at-the-bar, sits on a high stool smartly dressed in a lively green felt frock, with a pet dog under one arm, a cigarette in her mouth. Reminiscent of the '20s, is the demure little doll that presents a symphony of pinks and greens on a background of snowy organdie. Her hat is green felt with pink flowers. A little coloured boy and an alligator complete the picture.

DINNER AND THE
EMOTIONS.APPETITE KILLED BY JAZZ
MUSIC.

Most of us know from experience that our comfort or discomfort after meals is partly dependent upon our emotions. Those who hate jazz music say goodbye to appetite when their host leads them to a table within 20 feet of the band. The most exquisite food, perfectly served, is not sufficient to flush the mucous membrane of the stomach and induce that generous manufacture of gastric juice which is essential to happy digestion. A generation ago medical students were taught that when food reached the stomach hydrochloric acid and pepsin were poured from the gastric glands. But about the same time a Russian physiologist Pawlow, proved by experiment that the justices required for digestion were dependent on nervous and not upon physical factors. The smell and sight and taste of food stimulate gastric juice before ever the food reaches the stomach.

Worry and quarrelling inhibit or prevent the little glands from providing us with the fluids and compounds essential to comfortable and complete digestion. Family rows, conjugal quarrelling at meal-times will cause dyspepsia and disordered digestion, and cancer may follow in their train. "Unquiet meals make ill digestion," and the young people who suffer jazz and the noisy talk it necessitates may have to pay a heavy penalty in the forties.

Aesthetic Delights.

On the other hand, soft and melodious music induces emotional tranquility, which makes for good digestion. Any psychologist will tell you that cheerfulness and gaiety, lovely company and flowers, and well-set table improve appetite and digestion. Better one dish and a friend than a seven course dinner with dull companions. Better the simplest meal—bread and butter and milk and fruit—alone than a feast with relatives who nag and good digestion. So that those who work hard will do well if they change and rest for 15 minutes before attempting to dine. Wise men and women will never—as many of us do—try to work and eat at the same time. The effort instead of reading a newspaper takes blood to the brain which the stomach requires to enable the glands to form the chemical compounds—hydrochloric acid and pepsin—essential in digestion. We are sleepy after eating because there is less blood in the brain. We are, or we ought to be, as hungry as hunters after three hours' mental work, because the blood is exhausted of substances used up by the brain cells and the body needs new supplies. The healthy brain worker is comparable to the athlete who uses his food supply so much more than the sluggish or those who lead an idle and sedentary life.

Hungry Again.

Some foods are more easily digested, and after eating these we have that vague sensation which tells us we are hungry for more food. Baked rice passes into the intestine in an hour, uncooked eggs and oysters also, I believe, leave the stomach in two hours. A hard boiled egg may take three and a half hours to be digested sufficiently to leave the stomach; and heavy meats such as pork take longer still. Clear soup is rapidly sent into the intestine to be absorbed into the blood, and it acts as an appetizer in that it promotes the secretion of gastric juice. White fish is easily digestible. Game and joints are the more solid part of the dinner, and so they are placed half way. Light sweets are excellent if the previous dinner has not been too heavy, and the ideal finish of a good dinner (good from a psychological aspect) is fruit. The mild acid of the raw fruit stimulates the flow of saliva, the digestive juice of the mouth. This washes the teeth of sticky, starchy substances which are apt to ferment, producing the lactic acid which softens the teeth. So with coffee—a mental stimulant—the dinner where interesting conversation, goodwill and happy companionship reigns comes to a satisfactory close.—Elizabeth Sloan Chessier, M.D.

THE NEW SCARVES.

HAVE TOUCHES OF FUR.

New scarves for early autumn are of heavy-weight crepe de Chine, finished with long ends of fur, somewhat resembling the elbow length cuffs with which we have grown familiar. The scarves themselves are rather long and are gathered in and smocked just above the fur with a slight suggestion of a bell-rope. One charming scarf was of beige crepe de Chine with fox tails as a finish.

Fur appears also on autumn hats, though often it is shaved close. It is generally used in bands alternating with felt or in insets, but occasionally a fur crown is already seen.

Smart jumpers of wool or silk crocheted in the old-fashioned shell pattern bear an amusing resemblance to the antimacassars of long ago! One of these jumpers was recently seen in pastel tones of green and grey; it was designed to be worn with a grey crepe de Chine pleated skirt with a green border near the hem, and was itself finished with a grey crepe de Chine belt. Wool jumpers and silk skirts are quite in the order of things at present.



Crepe de chine and lace are a charming combination, especially if the lace is dyed to the pastel shade of the crepe. A cuff of lace on one wrist is considered a smart note, and large flowers are still worn at the waistline.

SPORTS STOCKINGS.

THE NEW COLOUR BLENDS.

Sports stockings are very attractive just now and show unusually charming colour contrasts. Though the heather tones as ever prevail, there are also delightful blends of harebell blue and grey, rose colour and fawn, deep purple and brown, and yellow and brown, green and beige.

Checks, plaids, diamond pattern and stripes are all seen, and there is a decided liking for a small pattern resembling the conventional small flower design which has been used so much this year for materials. Jacquard in cashmere and spun silk is a good choice, and many will be attracted to "real Scotch knit" stockings in the moor's own colourings.

Those who favour socks also find an interesting variety from which to make a selection. The fashionable sock has an angora top in very gay colourings, orange or crimson or jade green stripes contrasting with the sock itself which is usually in beige or brown.

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NOVELTIES!

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Bridge sets with scores and two packs of cards in gold canvas and braid cases, made on the match-box principle.

Glass ash-trays, with a delightful design of children's heads; the children are blowing bubbles. Also in glass are ash-trays which show a nymph in the water.

Paper knives of ivory or tortoiseshell mounted with genuine old Maundy money. Small thermometer and barometer in ivory to match.

Perfume burners in the form of China cottages, hand-made and fired in Chelsea studios. Anne Hathaway's and John Bunyan's cottage appear, and so does a famous inn in Chester. There are also little garden corners showing hollyhocks and other English flowers.

Wheatley's "Cries of London" pictures in enamel on tiny vanity cases.

Shingle sets in enamel, with designs in natural colours of peacocks, herons, parrots, or garden scenes.

"Bustle" Evening Frock.

A charming variation of the "bustle" evening frock which has made its appearance in London at several functions during the past few weeks has been devised by an ingenious modiste. The frock, which is designed for a youthful wearer, is made on straight lines in front, the round-necked bodice moulding the figure. All the fullness is caught to the back and concealed under numbers of horizontal frills. The dress mentioned is made of crepe-de-chine in a shade of primrose-yellow, and frills are edged with cream lace.



Announcement has been made in Los Angeles of the approaching marriage of Mary Philbin, movie actress, to Paul Kohner, an executive of the Universal studios. The romance began three years ago when Miss Philbin went as a featured actress to the Universal studios where Kohner was casting director.

HINTS FOR THE HOME.

Glass does not dull so quickly if it is washed as follows: Mix a little whiting with some blue-water, and add to a bowl of warm soapy water.

The bristles of hair brushes that have become soft through repeated washing may be stiffened again by dipping them in a strong solution of alum and then drying them speedily.

A shallow frying-pan, or an ordinary pan with too much fat in it, will splutter grease over the whole stove, but not if a pinch or two of fine salt is placed in the pan before use.

THIS WEEK'S RECIPE.

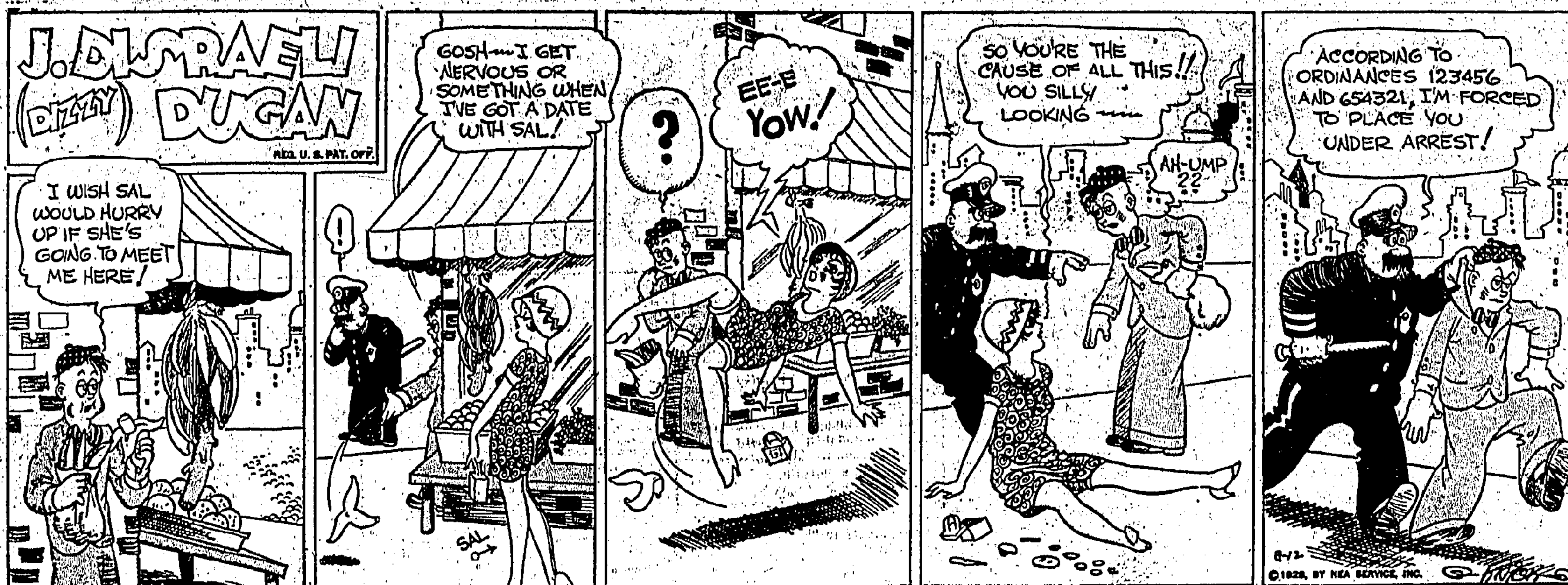
A COLD SAVOURY.

Mash some Gruyere or real Cheshire with half the amount of pounded walnut kernels. Serve on very thin rounds or squares or octagons of brown bread and butter. This should start a line of thought which will lead to many inventions of your own. Such, it might have been as: cream cheese and chopped olives, treated much as above and speckled with cayenne. Desire is the mother of invention just as frequently as necessity.



In those days
there was always
room for
one.

But
nowadays
there's always
room
for one
more.



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G. METZINGER.	6th Nov.	ANDRE LEBON.	7th Nov.
PAUL LEOAT.	20th Nov.	CHENONCEAUX.	21st Nov.
ANDRE LEBON.	4th Dec.	PORTHOS.	5th Dec.
CHENONCEAUX.	18th Dec.	ATHOS II.	19th Dec.
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GARDENING NOTES.

WHAT TO CULTIVATE THIS MONTH.

The Hongkong Horticultural Show usually takes place about the beginning of March, but this is the time when amateur gardeners must get really busy if they would become exhibitors or wish to have a good show of flowers or vegetables of their own growing during the winter months.

September and October are the busiest months of the year for local gardeners and it is during these months that practically all seeds should be sown. It will be remembered that a light soil is preferable for most seeds that require careful crocking and drainage are essentials. There are also other points to be remembered, and one cannot be too careful in matters of detail where young seedlings are concerned. In the first place do not sow your seed too thickly.

If the seed is good and you have made no mistakes, you may reasonably expect that 60% to 70% will germinate. It is a very common fault, particularly with Chinese *fatuousa*, to sow too thickly and the inevitable result is overcrowding. An otherwise perfectly successful sowing may come to grief entirely, from this cause alone. The young seedlings in the first place get drawn up for want of light and air, and are then very apt to damp off or to get scorched by the first touch of a hot sun. A dozen or two robust seedlings (which in many cases is perhaps all that is required) is far better than twice or thrice the number of weaklings which have to be watched and coddled in order to keep them alive, only to prove ultimately disappointing to the grower.

Hints on Watering.

Watering is another very important point particularly in the case of the finer and more delicate plants. The soil in the seed pots should be kept moist but never sodden or bone dry. The watering can used should have the finest possible rose otherwise young and tender seedlings are liable to be bent to the ground, and to spend their time recovering from the daily deluge or to perish miserably in the mud.

Very delicate seeds or seedlings may be watered without the use of a watering can at all, and it is only necessary to immerse the pot in a tub or other receptacle, taking care not to allow the water to splash over the edge, and to let the water to soak through from the bottom of the pot. As soon as the first damp patch appears on the surface, take the pot out of the water and let it drain. The whole surface will then soon become moist by capillary attraction and the soil will contain just the correct degree of moisture. Night dews are beneficial to seedlings but do not confound dew with a Peak fog!

Hardening Process.

What may be called the hardening process is often a difficulty in Hongkong owing to the extreme heat of the sun in the middle of the day. While all plants need more or less sunshine to bring them to perfection young plants may easily get too much. It is difficult to give any rule but as one enthusiastic local amateur

put it, "when I find the sun too hot for me to work in my garden, I know it is time to shade my seedlings."

It will be found that the work to be done in the garden increases as the time goes on. Some of the seeds sown last month will be quite ready for pricking off into pans, boxes or nurseries, and towards the end of the month you will be kept busy putting out seedlings from sowings made at the beginning.

It is a mistake to leave seedlings too long in the seed pans, particularly if they are at all crowded, and as a general rule they should be pricked off as soon as they can be safely handled.

Hongkong Good for Stocks.

Stocks can be grown in Hongkong to perfection, but they require a good deal of care. The Beauty of Nice varieties give good results. They require a fairly rich well drained soil and a sunny airy situation. These plants, however, resent movement and are checked by transplanting.

Mignonette, like the stock, is tap rooted and if transplanting is necessary it should be done when the plants are small.

Pansies and violas are quite easy to grow, but they are often very slow and irregular in germinating. They like a rich soil, and slugs and snails are their worst enemies.

The Marguerites, sylvia and heliotrope cuttings propagated last month will now be strong plants, and should be ready for planting out or placing in their permanent pots before the end of the month.

Violas should be divided and the strong vigorous growths which come from the base of the old plants will give the finest flowers. Freesia bulbs or corns should now be potted and about 20 to 25 in a Chinese 10 inch pot will be sufficient. They prefer a light rich soil and should be pressed gently about half an inch below the surface.

Roses will need pruning towards the end of the month and a top dressing of manure gently worked in around the roots will be beneficial.

Sweet Peas (winter or early flowering) should be sown in succession until November. With good weather they will flower soon after Christmas. The best sweet peas for Hongkong are the Australian winter flowering varieties, and time is essential to the soil if a good result is to be obtained.

Vegetable Notes.

Work in September for the vegetable grower means a good deal of planting out of the various seeds already sown. Great care should be taken to shield them from the heat, also heavy rains.

Mustard and cress, cabbage, cauliflower, sweet corn, lettuce, carrot, Chinese cabbage (white or green), celery, radish, beet and marrow may be sown.

Tomatoes should be carefully examined before planting out and any weedy plants discarded.

Celery plants should be removed from seed pans and transplanted for nursery purposes.

It is as well not to plant potatoes. Keep these for next month.

It is generally known that watercress may be grown without having swampy ground. All that is necessary is a shady piece of

ground which should be well manured. Obtain and plant cuttings, keeping them well watered.

November is a good month for this. The ground should not be allowed to dry up as this will react on the succulence of the plants.

Examine all pots and ground for pests, such as caterpillars, ants, red spiders, snails, etc. The result of ridding the various places of these, is well worth the time expended.—Contributed.

Peak Flowers.

"And some can pot begonias and some can bud a rose. And some are hardly fit to trust with anything that grows. But they can roll and trim the lawns and sift the sand and loam, For the Glory of the Garden occupy all who come."—Kipling.

Provided you can find a spot sheltered from the wind, you can make an attractive garden on the Peak, and have flowers all the year round. Most Peak gardens are a pathetic sight, consisting of rows of plants in pots. This is mainly due to the presence of a Chinese *fatuousa*, whose one idea in life is to put everything into pots. Even if the garden possesses any beds of earth, these are strictly reserved for vegetables to supply the inner man. If you dispense with pot plants entirely and make beds for your flowers, it simplifies the work, and the result is not to be compared with the usual "pot nursery" which one meets.

Every garden possesses some soil, and this can be improved by adding lime, ashes etc. The black hill-side earth is useless without the addition of lime. For the edging of your flower beds, you can usually find plenty of attractive stones.

Most Peak gardens are very dull in August, but I know of one which is always at its best then. The masses of glistening white zephyranthes (wind flowers) bordering the beds and grass, present a restful picture to one who has toiled in the city in the heat of the day. Growing with the wind flowers, are purple achimenes, Michaelmas daisies, blue plum-bago and torenias set off by the glowing crimson acalapha bushes.

The rock garden is never without some colour, the bright green of sedum, mauve verbera erythroides (a perennial joy) pink, yellow and white zephyranthes etc.

In March the rock garden is dressed in mauve and white. Most people are acquainted with the mauve Japanese iris, which grows so easily, and which requires thinning out occasionally. The white Chinese iris is beautiful, resembling an orchid. It increases rapidly, and is a native of China. One of the most striking plants out now in this same garden is the wild mauve orchid. If planted in garden soil, the result is wonderful and you get a fine sturdy plant covered with blossoms, which continues in flower for weeks.

Another plant flowering well now, is the Chinese leopard flower. All these flowers are perennials and are easily grown. If you possess a shady hillside, plant on it bulbs of Japanese lilies. They flower year after year. Cannas are worth growing, also the pink and red China monthly roses (they are more often in flower than not). A hedge of the pink climbing rose (rosa multiflora) is an arresting sight in April with its masses of pink blossoms.—Contributed.

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FAILURE OF TRADE UNION HOPES IN AUSTRALIA.

Australian Trade Unionists until recently have been held up by our home Socialists as an example to the world.

A change, however, has come over the scene, and the International Federation of Trade Unions, in a review of recent developments in Australia, have some severe things to say.

"There can be no doubt," a statement just issued by the International Federation proceeds, "that the Australian Trade Union move-

ment is passing through bad times." This they attribute to the fact that it has lost its bearings through Communist influence.

The surprising feature of the statement, however, is a reference by the International to the social legislation of Australia. The paragraph dealing with this matter is as follows:

"Finally, the once so highly-prized social legislation, which was held up as a model for the whole world, has turned out a great disappointment. The belief, so prevalent in large circles in Australia before the war, that the working classes, in contrast with those of European countries, could easily considerably raise their standard of living without encountering any great opposition has received a severe shock."

SPECIAL SERVICES.

ANNIVERSARY CELEBRATIONS AT UNION CHURCH.

Union Church, Kowloon, was opened and dedicated on September 19, 1924 and the fourth anniversary season is to be celebrated by a series of special services beginning to-morrow. The Rev. J. Kirk Macdonald will pay his farewell visit to the Church to-morrow, and it is interesting to note that he was the first to preach from the pulpit four years ago.

The issue and dedication of the new hymn book will also take place at the morning service. This is a revised edition of that which has been used in the Church for some time with many improvements made.

There will be a social meeting at the Church from 9 p.m. to 10 p.m. on Tuesday when a presentation will be made to Mr. Macdonald. The annual service of thanksgiving and rededication will be held on the morning of Sunday, September 23. There will also be a special service in the evening when Mr. and Mrs. White will give a duet and Mrs. Hirst a selected solo. A quartette, consisting of Mrs. Hirst, Mrs. Dick, Mr. Provan and Mr. Gow will sing "Hark, Hark My Soul."

The annual children's rally will be held on Sunday, September 30 when the Minister will be assisted by Mr. A. W. Ingram, Mr. P. Sands and others.

ADOPTED DAUGHTER OF DOCTOR CHARGED.

TWELVE MONTHS FOR STEALING FURNITURE.

May Sheedy, aged 26, a nurse, of St. Albans-road, Woodford, stated to be the adopted daughter of a doctor, was sentenced to twelve months' hard labour at Stratford recently on charges of stealing furniture, &c., worth about £140, while baliee.

It was alleged that she obtained the goods on the hire purchase system, and after paying small amounts, sold them.

She pleaded guilty, and asked that other charges should be taken into account. These referred to furniture obtained from tradesmen in Stratford, Walthamstow, and Leyton, value £436, and two gold wristlet watches from jewellers in Leeds.

Detective-Inspector Copley said there were other charges of a similar kind in the North and the Midlands, but the prosecutors did not want to go on with them.

The woman, he said, was born in Durham, her father being a miner, who was now dead. She was adopted by a Dr. Sheedy, of Leeds, who on his death left her his practice, which for a time she carried on with the aid of doctors she employed. She had used the name of Dr. Mack, and it was understood that she had changed her name by deed poll.

Sheedy—My name was properly changed to Sheedy.

The Chairman said the Bench were sorry to see a woman of her position and education in such a plight.

TATTOO SEATING.

HUGE STANDS BUILT ON SOOKUMPOO GROUND.

The Sookumpoo Ground at Causeway Bay, which hitherto has been largely used for military sporting fixtures only, is rapidly being transformed for the Grand Tattoo which will be held there on October 4, 5 and 6. Only a few days ago there was just one solitary stand, kept in good condition in readiness for the coming football season, but now stands are being erected on three sides of the ground to accommodate the thousands of people who will see Hongkong's first Tattoo.

In addition a replica of Edinburgh Castle is being built and excellent progress is being made with the work. Even at this stage it is possible to say that the scene around which the Tattoo will centre will be an imposing and realistic one, conforming generally to the original Castle. Yesterday, the gates which will be thrown open when the Lowlanders come to take possession of the Castle, were being put into place and work was progressing on the superstructure which will dwarf the green foliage at the back without destroying a realistic setting.

Huge Stands Built.

On the other three sides of the ground long ranges of stands are practically completed with the seating accommodation marked out. Walking along by the side of the nullah running past the French Convent the visitor finds that the nullah has been bridged at the entrance to the ground in order to facilitate the approach to the stands. The bridge is about twenty feet wide and leads direct to the main stand which faces Edinburgh Castle and to another stand nearest the French Convent. At the other side of the ground is another stand affording, like all the others, an excellent view of the whole ground.

It is obvious that considerable attention has been paid to the planning of the ground and when the Tattoo takes place it will be found that the difficult problem of providing more seating accommodation than ever required before in Hongkong has been solved so successfully that over 6,000 will be able to have a clear view of the ground and of every demonstration included in the programme of the Tattoo.

It will be possible to reserve seats for the Tattoo on any of the three nights well beforehand, reserved seat prices being from one dollar up to five dollars. Plans for booking are now well in hand and five booking centres will probably be opened during the coming week. According to present plans there will be booking offices both in Hongkong and Kowloon, some of those on the Island being in districts especially suitable for convenient booking by Chinese residents.

Souvenir Programme.

A comprehensive programme of the Tattoo is being prepared which will fully explain the various items and will in itself constitute an excellent souvenir of the event.

Details of the programme have already appeared and many of the items are now in rehearsal. It should be noted that the Tattoo programme will not be the same

CONSIGNEES' NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"DARTAGNAN"
Bringing Cargo from MARSEILLES &c., also cargo from BORDEAUX, COGNAC &c. ex s.s. "ROLLON."

Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before the Thursday, the 20th September, 1928, or they will not be recognized.

Damaged packages will be examined by the Company's Surveyors Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Monday the 17th September, 1928. No Fire Insurance will be effected by us in any case whatever.

L. LESDOS,
Agent,
Hongkong, 11th September, 1928.

THE BEN LINE STEAMERS, LIMITED.

From: MIDDLESBRO', ANTWERP, LONDON AND STRAIT.

The Steamship, "BENVENUE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17 September will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 1st October, 1928, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th September, 1928, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD., Agents,
Hongkong, 10th September, 1928.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.
SOUL, SOAR, SOAK, SOOK,
SICK, SILK, MILK.

on each of the three nights. A different dancing display is to be given each night, while the Portuguese and Chinese displays, together with the illuminated motor car parade, will alternate on the three days. In addition there will be a fireworks display by the Japanese community on the last night.

Never before have so many varied bodies co-operated in one spectacular event like a grand Tattoo and this, together with the novel nature of the event and the magnitude of the programme, seems to indicate that the coming Tattoo will be the most magnificent spectacle ever seen in the Colony.

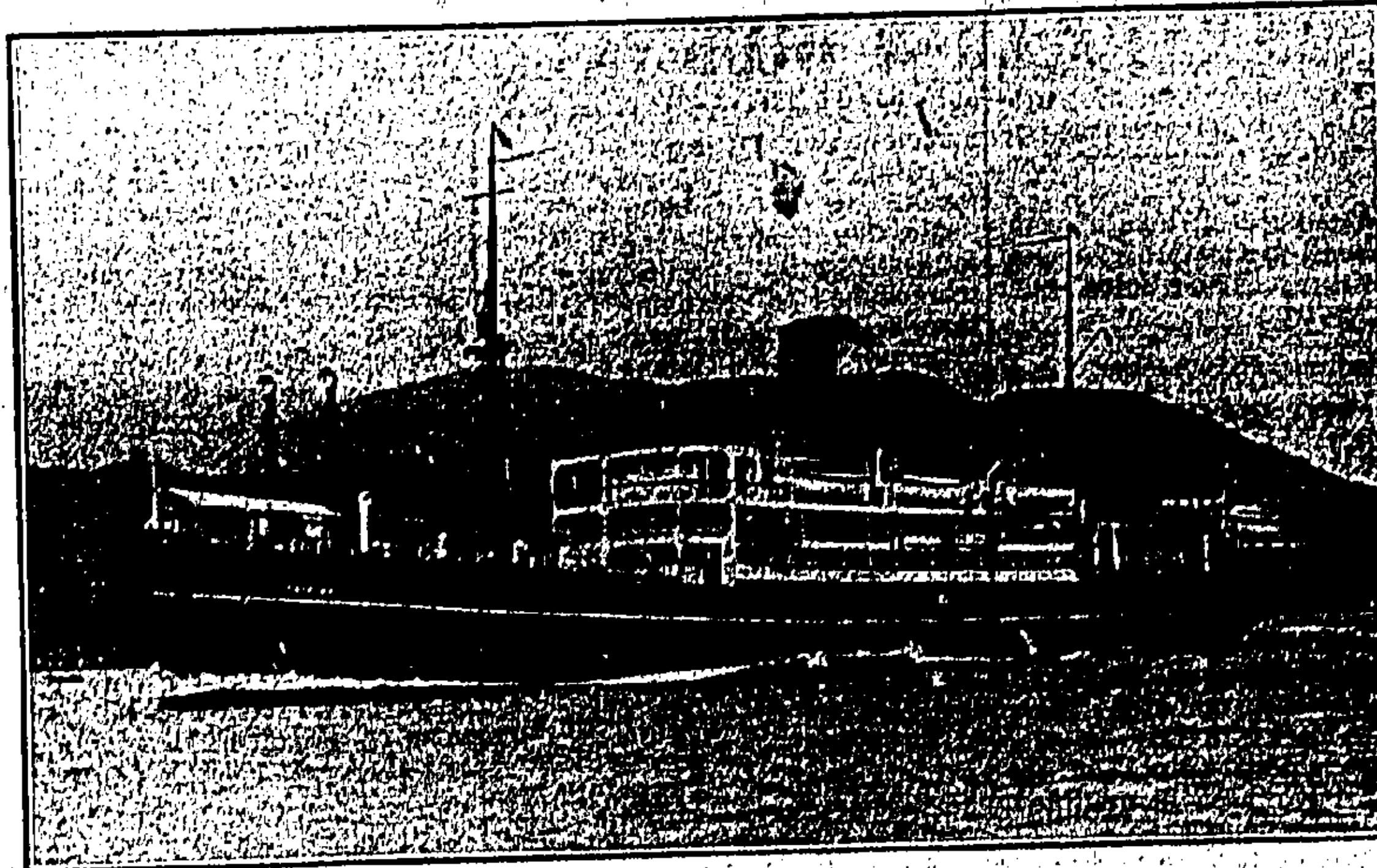
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(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
*KALYAN	9,114	15th Sept.	M'ses, L'don, A'werp & Hull
*KASHGAR	9,005	29th Sept.	M'ses, L'don, A'werp & Hull
MOREA	10,853	13th Oct.	Marseilles & London
*MIRZAPORE	6,715	25th Oct.	Straits & Bombay
KIDDERPORE	5,334	10th Nov.	Straits, B'bay & Karachi

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*GAMBADA	5,307	20th Sept.	S'pore, Penang & Calcutta
TAKADA	6,949	1st Oct.	S'pore, Penang & Calcutta
TALAMBA	8,018	13th Oct.	S'pore, Penang & Calcutta

*Cargo only.
B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	28th Sept.	Manila, Sandakan, Thure
ARAFURA	6,000	2nd Nov.	Island, Townsville, B'bane
LANDA	6,656	30th Nov.	Sydney and Melbourne

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The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolumbugan, Tawau, Timor, Darwin, or other ports en route as indicated on chart. Frequent connections from Australia with the following:—

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The P. & O. Branch Service of Steamers to London via the Cape.
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SAILINGS TO SHANGHAI & JAPAN

TALAMBA	8,018	17th Sept.	Amoy, Moji, Kobe, Yoko & Osaka
MIRZAPORE	6,715	19th Sept.	Shanghai, Moji & Kobe
ILAHORE	5,252	26th Sept.	S'hai, Moji, Kobe & Yoko
CALMA	10,000	28th Sept.	Amoy, Moji, Kobe & Osaka
KIDDERPORE	5,334	14th Oct.	Shanghai, Moji & Kobe

*Cargo only.
All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 24 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., P. & O. Bldg., Connaught Rd., C. Agents.

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LONDON, MARSEILLES, ANTWERP & ROTTERDAM via
Singapore, Penang, Colombo & Suez.

Suwa Maru ... Saturday, 22nd Sept.
Fushimi Maru ... Saturday, 6th Oct.
SYDNEY & MELBOURNE via Manila & Ports.
Tango Maru ... Wednesday, 19th Sept.
Aki Maru ... Wednesday, 24th Oct.

BOMBAY via Singapore, Penang & Colombo.
Nagato Maru ... Thursday, 27th Sept.
Awa Maru ... Thursday, 11th Oct.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama
Bokuyo Maru ... Saturday, 29th Sept.

SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.
Kanagawa Maru ... Tuesday, 9th Oct.

NEW YORK AND BOSTON via PANAMA.
Mayebashi Maru ... Monday, 24th Sept.
Toba Maru ... Tuesday, 23rd Oct.

LIVERPOOL via Port Said, Genoa & Marseilles.
Lima Maru (Calls Glasgow) ... Sunday, 21st Oct.
CALCUTTA via Singapore, Penang & Raagoon.
Morioka Maru ... Tuesday, 18th Sept.

Rangoon Maru ... Sunday, 30th Sept.
NAGASAKI, KOBE & YOKOHAMA.
Aki Maru ... Friday, 21st Sept.

SHANGHAI, KOBE & YOKOHAMA.
Hakusan Maru ... Monday, 17th Sept.
Hakata Maru (Kobe Direct) ... Monday, 17th Sept.
Nagano Maru (Moji Direct) ... Thursday, 20th Sept.

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S.S. "PHEMUS"	via Suez Canal 19th Sept.
S.S. "CITY OF WELLINGTON"	via Suez Canal 5th Oct.
S.S. "AGAPENOR"	via Suez Canal 17th Oct.
S.S. "CITY OF KHIOS"	via Suez Canal 26th Oct.
S.S. "PYRREUS"	via Suez Canal 16th Nov.
S.S. "CITY OF PERTH"	via Suez Canal 30th Nov.

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Tuesday, Thursday
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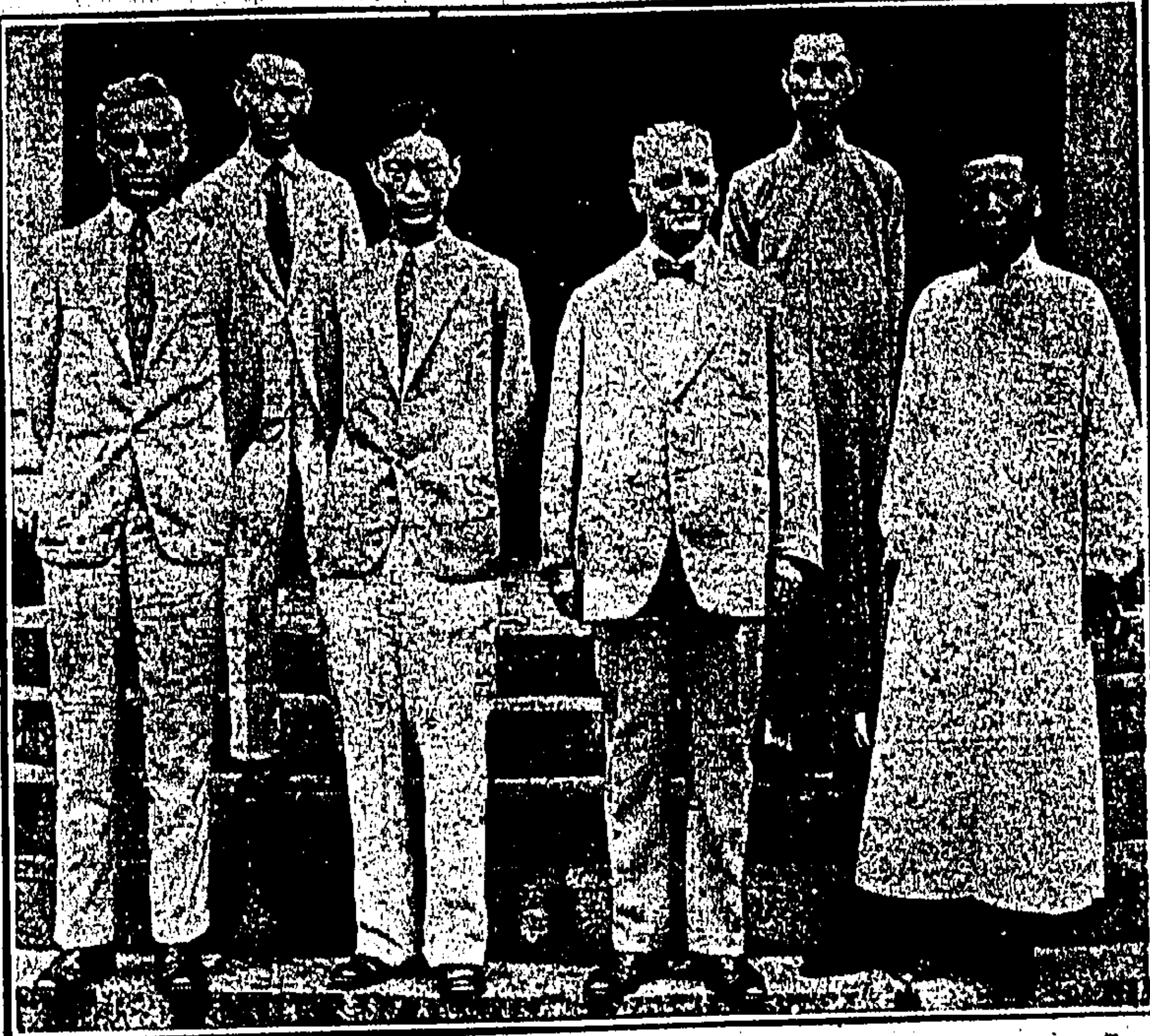
**THE HOTEL RIVIERA,
MACAU.**
Cable Address:—"RIVIERA, MACAU."

The Rev. E. L. Macassay, preaching in Shipley Parish Church, Sussex, said that when he was vicar of the neighbouring village of East Grinstead he soon realised who were the real spoilers of Sussex. They were the Londoners who had aspired, perished, and then retired to Sussex with their luxurious motor-cars and magnificent mansions. These vulgar

rich made life very difficult for the genuine Sussex people, or men of moderate means. They bought up cottages, and in general contrived to make themselves a considerable blot on the landscape. When any person built a bungalow in Sussex these rich people raised a tremendous uproar, though the beauties of Sussex were intended for all, and not merely for the man whose only recommendation was his wealth.

Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

TO ASSESS NANKING DAMAGE.



The Sino-American joint commission, recently appointed to assess the damage suffered by Americans during the Nanking incident of March last year is now in session. This picture shows the commissioners who are, front row: Mr. C. S. Spiker, Dr. Yang Kuang-cheng, Mr. V. G. Lyman and Mr. Wu Chin.

**DEATH OF MAJ.-GEN.
C. D. MOORE.**

**SERVED AT TSINGTAO
DURING THE WAR.**

London, Sept. 14.
The death is announced of Major General Claude Douglas Hamilton Moore, C.B., C.M.G., D.S.O., of the Royal Warwickshire Regiment.—
[Major General Moore, who was born on February 3, 1875, entered the Army in 1898, and in 1912 was D.A.A. and Q.M.G. in North China. He served in the South African War and in the European War. For his services in the latter he was mentioned in despatches eight times, given the C.M.G. and D.S.O. decorations, promoted Colonel and received several foreign honours, including the 5th Class of the Order of the Rising Sun in connexion with the capture of Tientsin. He was made Major General in 1925 and has been G.O.C. of the East Lancs Division of the Territorial Army since last year. He formerly commanded an Infantry Brigade at Ahmednagar, India.]

**PORT OF LONDON
SHIPPING.**

**RECORD FIGURES FOR PAST
YEAR.**

London, Sept. 14.
The nineteenth annual report of the Port of London Authority states that the total net register tonnage of vessels that entered and left the Port of London, with cargoes and in ballast from and to foreign countries, and British possessions and coastwise, during the year ended December 31st, 1927, was 52,576,755, compared with 49,278,173 in 1926.
The figures for 1927 are the largest recorded.—British Wireless.

WAR ON NARCOTICS.

**CHINESE DECLARATION AT
GENEVA.**

Geneva, Sept. 14.
Addressing the League Committee on Opium, the Chinese delegate declared that one of the first acts of the Nationalist Government had been to declare war against narcotics.
The Japanese delegate said Japan's small production of opium was exclusively for medicinal purposes.—Reuter.

"NO RACE."

**AMERICAN FLIGHT A
FIASCO.**

New York, Sept. 14.
A message from Mine Fields, Los Angeles, says all the competitors in the non-stop flight from New York to Los Angeles landed at various points on the route and have been disqualified. It therefore becomes a "No race."
Goebel declared that he could not see how any plane could win against the winds and storms with which he battled all night long.—Reuter's American Service.

Inventor of the taximeter, M. Lazare Weiller, age 78, has died in Switzerland.

**NORTHERN FIASCO
ENDING.**

**NATIONALISTS PRESSING
CHANG CHUNG-CHANG.**

TUPAN READY TO RUN.

Shanghai, Sept. 14.
A message from Tongshan says that the Nationalist troops have pursued and defeated the Northern remnants at Lwanho, after which the main body of the fleeing troops retreated to Chidwaniao. It is learned that the morale of the Northern remnants is none too good.

Chang Ready to Flee.

Shanghai, Sept. 14.
It is reliably reported that Marshal Chang Chung-chang has chartered a ship at Loehing in readiness to depart for Dairen.

General Pei Leaves.

Shanghai, Sept. 14.
General Pei Chung-hsi reviewed his troops in Tongshan on Wednesday. Later the same day he departed on a Chinese warship for Kiyeh to direct the operations against the Northern remnants.

**Train Service to Tongshan
Resumed.**

Tientsin, Sept. 14.
The first train from Tongshan since the interruption of traffic arrived at Tientsin this morning. A serious coal shortage situation, owing to the former inability to transport coal from the mines, has now been averted. Beyond a few locomotives no rolling stock was found in the sheds at Tongshan but it is expected that the service will gradually improve.—Reuter.

Chiang for Shanghai.

Shanghai, Sept. 14.
Marshal Chiang Kai-shek arrived at Ningpo yesterday afternoon at 4 o'clock, accompanied by his wife. He was entertained at a reception given in his honour by the Chinese Chamber of Commerce and in the course of the reception he delivered a speech.

In the evening, he returned to the steamer, which was scheduled to leave Ningpo for Shanghai the same evening. Owing to a typhoon warning, his arrival may be delayed.
Mr. Wu Han-min, the Kuomintang "Rightist" politician, has telegraphed to Nanking stating that he intends to await for the return of Marshal Chiang Kai-shek before proceeding to Nanking.

Anti-Bandit Moves.

Shanghai, Sept. 14.
Marshal Feng Yu-hsiang left Kailfeng, Honan, on Monday for Loyang. In the afternoon he arrived at Chenchow, where he stayed for a short time and again resumed his journey.

Before his departure from Kailfeng, he appointed his right-hand man, General Lu Chung-lin, Commander of the anti-bandit campaign in Shantung and Honan. Other leaders have also been appointed by Feng to be directors of bandit suppression expeditions in Shensi, and Kansu.

Negotiations with Japan.

Tokyo, Sept. 14.
Baron Tanaka, speaking at the Cabinet Council, stated that he hoped that negotiations with the

**POLICE OFFICER'S
WEDDING.**

**MR. T. MURPHY WEDS MISS
MAY COLBERT.**

An event of considerable interest to his colleagues and a wide circle of other friends was the wedding of Mr. Timothy Murphy, the popular Assistant Director of Criminal Intelligence, which took place this morning, his bride being Miss May Colbert, who arrived from home a few days ago. Miss Colbert is a daughter of Mr. and Mrs. P. Colbert, of Railway House, Newmarket, County Cork, and the bridegroom, who also hails from the same place, met her while he was home on leave some months ago.

The ceremony was performed by His Lordship Bishop Henry Valorta at St. Joseph's Church at 11 o'clock this morning. The bride entered the church on the arm of Mr. W. Kent, Assistant Superintendent of Police, by whom she was given away. She was attired in a beautiful dress of white georgette, trimmed with pearls and gold roses, with veil of Brussels net over which was worn a wreath of orange blossoms. She carried a sheaf of lilies, and was attended by the Misses M. and E. Lysaught and Miss M. Kent as bridesmaids. They wore dresses of pale pink crepe de chine. Inspector Peter Grant was the "best" man.

Appropriate music was rendered by Fr. Riganiti on the organ. Following the ceremony, a reception was held at Police Headquarters, where the couple received the congratulations of their many friends. Later in the day, Mr. and Mrs. Murphy left for Macao where the honeymoon is being spent. The bride's going-away dress was of grey georgette, trimmed with blue and silver and grey fur.

COLONY'S FINANCES.

**CREDIT BALANCE AGAIN
INCREASED.**

The Government financial statement for the month of May shows that the balance at the end of the month was \$5,544,628, as against \$5,360,492 at the end of April. The total revenue for the month was \$1,861,045, compared with \$1,620,527 for May of last year, whilst the respective expenditure figures were \$1,777,510 and \$1,339,502.
For the first five months of the year, the revenue totalled \$9,749,143, against \$8,399,551 for the same period in 1927, whilst the expenditure was \$8,190,276, compared with \$7,444,525.

Kowloon Inland Lot 2141, situated at Mong Kok Tsui, is to be offered for sale at the P.W.D. offices on October 1st. The lot has an area of about 3,100 square feet, and the upset price is \$2 per foot.

Nationalists on all outstanding questions would be started in the near future, as both Marshals Chiang Kai-shek and Feng Yu-hsiang seemed to be desirous to settle the issues.

Referring to anti-Japanism in China the Premier averred that there was nothing to fear, though he affirmed that Japan would take resolute steps if her rights and interests were endangered.—Reuter.

RUSSIA IN REVOLT!

THE fascinating story of the supreme love of a princess and a peasant boatman in the storm-swept Russia of the recent revolution!

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MARJORIE DAW.



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The Popular Western Star in His Most Thrilling Picture!

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Interpreter 2.30 & 7.15.

MARION DAVIES
in her latest comedy riot—
THE FAIR CO-ED



A rollicking, frolicking comedy of life, love and laughter inside college walls, with Marion as a campus siren who causes havoc in the hearts of all the men!

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AT THE **STAR** FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.